JUNE, 1959

THE Signalman's JOURNAL

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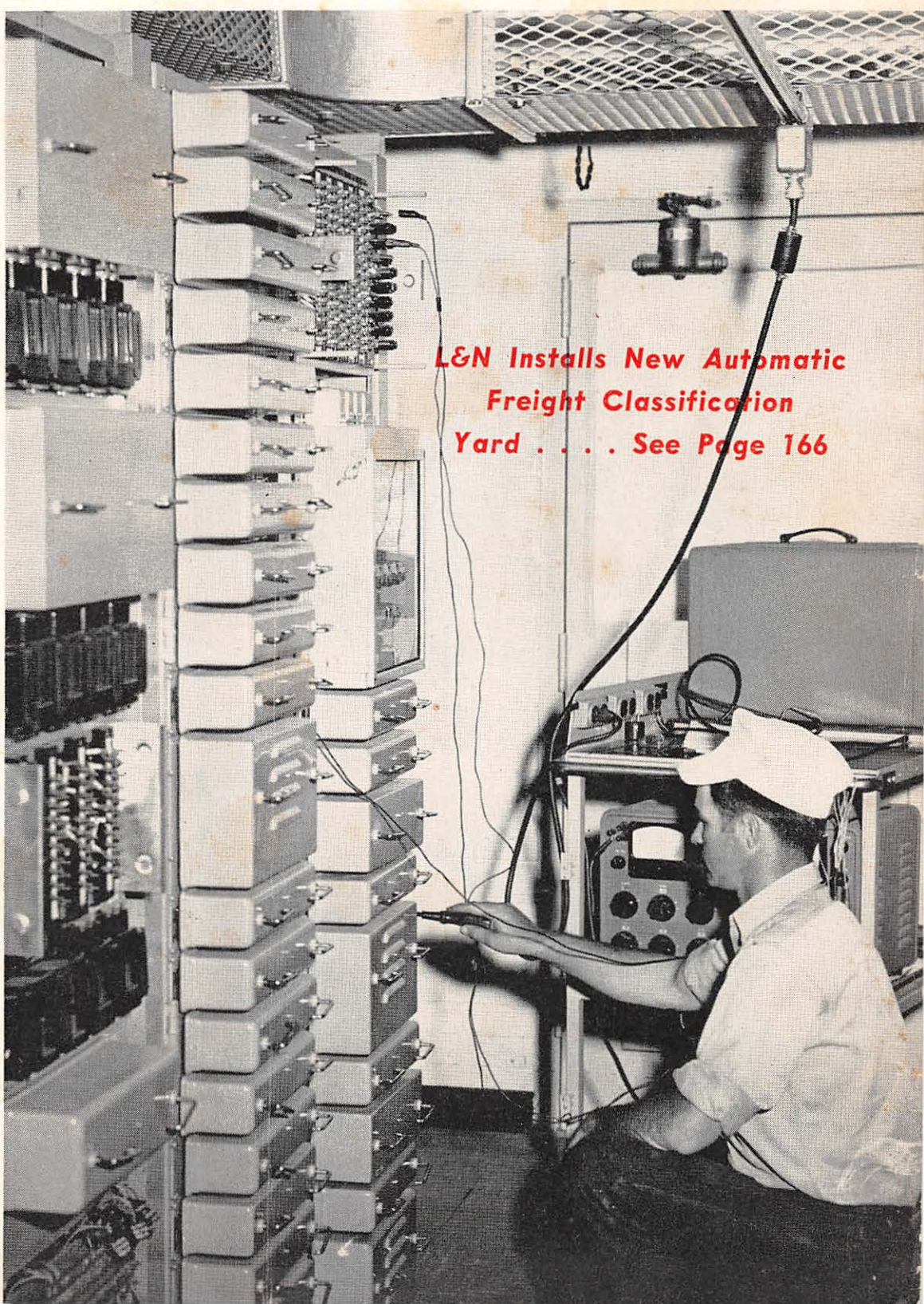

L&N Installs New Automatic Freight Classification Yard . . . . See Page 166

GRS HAND-THROW SWITCH MACHINE

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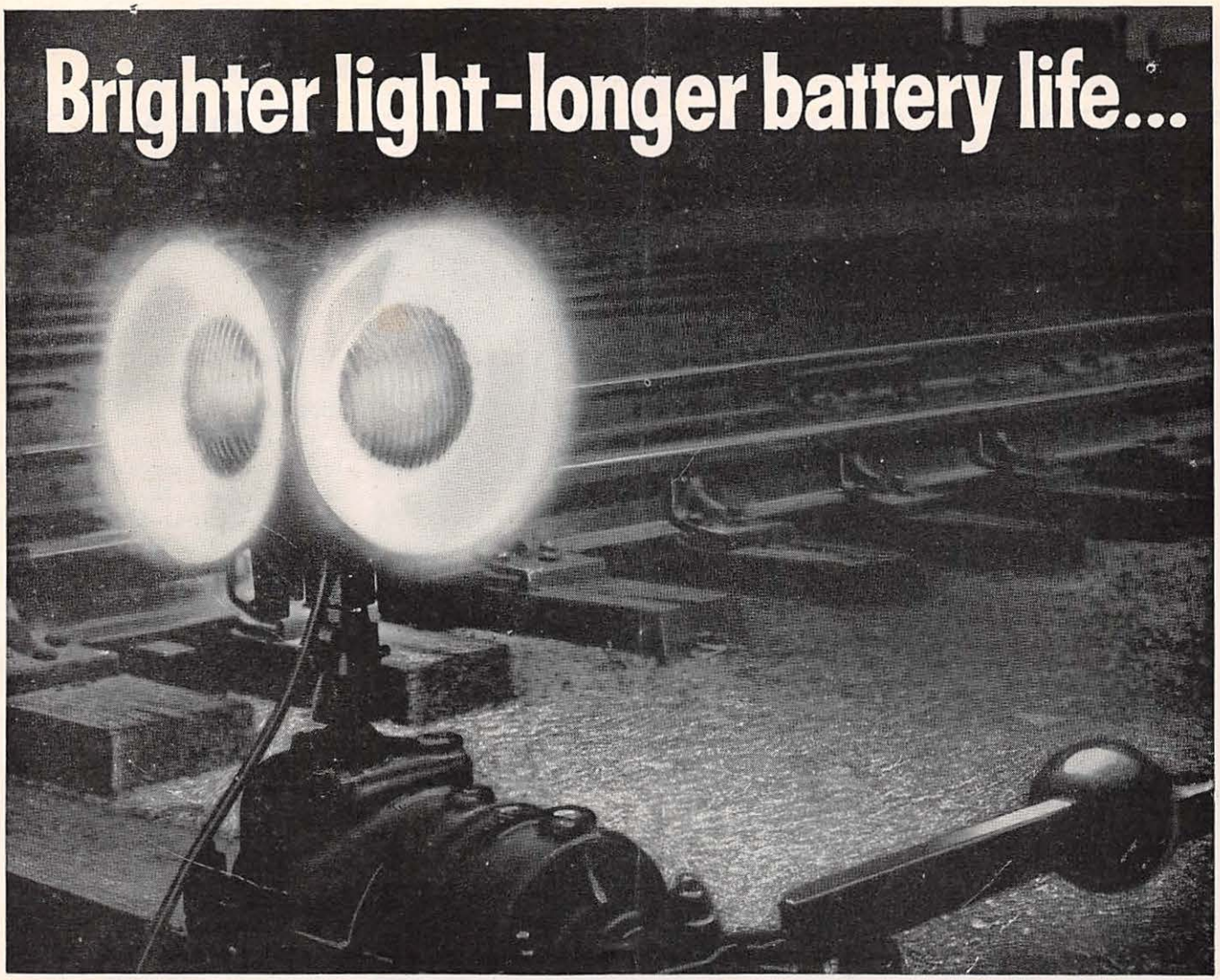

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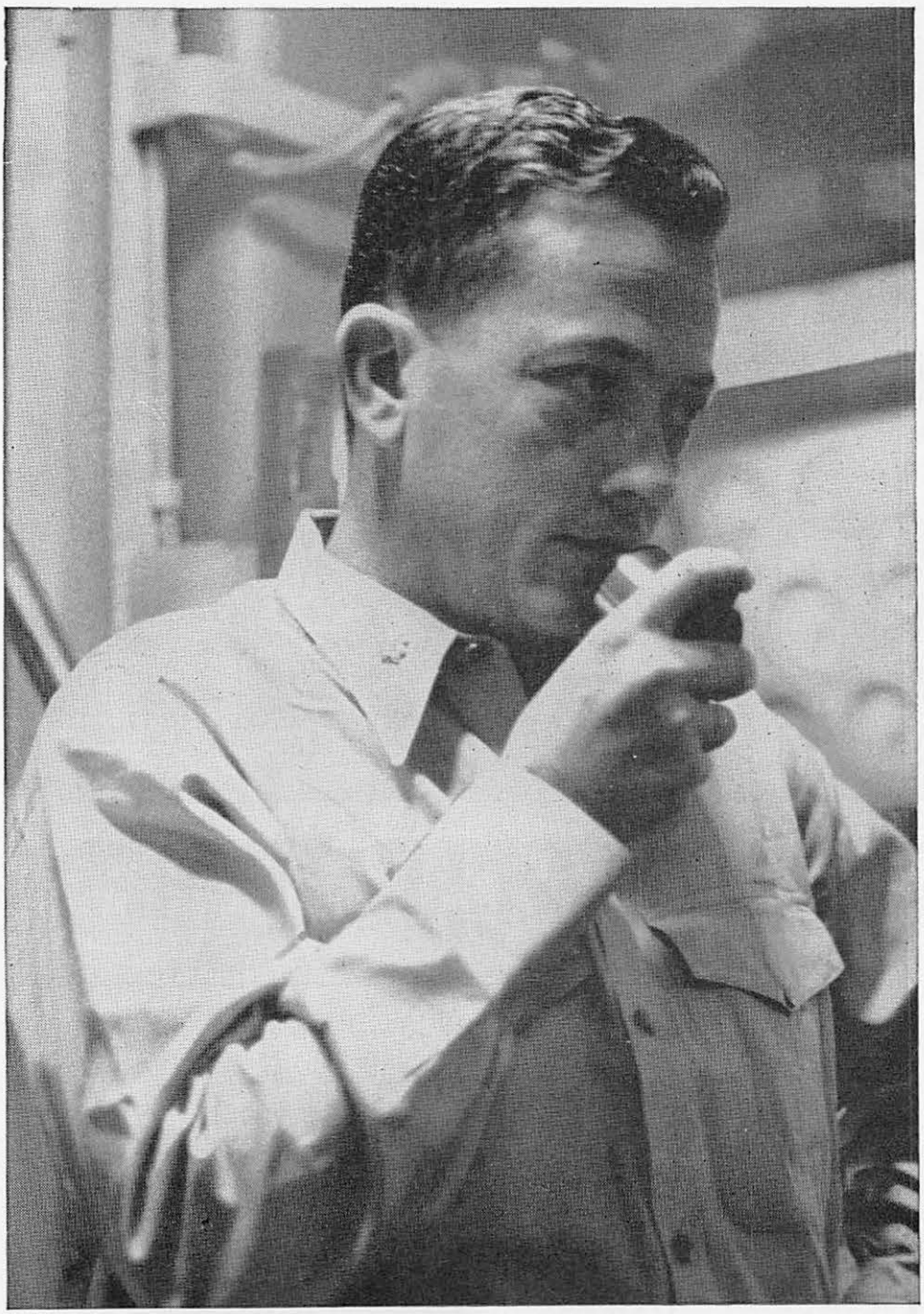

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THE Signalman's JOURNAL

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

Paul T. Drummond, Editor and Manager
503 Wellington Ave., Chicago 14, Ill.

JUNE, 1959

Vol. 40, No. 6

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On Our Cover: Brother Kenneth E. Cheatwood, L&N signal maintainer, is shown testing some of the US&S Velac automatic equipment at Boyles Yard, Birmingham, Ala. The new installation was needed to expedite heavy freight traffic in the Birmingham area.

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ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 503 Wellington Ave., Chicago 14, Ill., if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.

The Signalman's Journal is published monthly at 213 W. Madison St., Waterloo, Wis., by the Brotherhood of Railroad Signalmen. Entered as second class matter Oct. 13, 1939, at the post office at Mount Morris, Ill., under the Act of Aug. 24, 1912. Re-entered at Waterloo, Wis., Oct. 8, 1955. Accepted for mailing at the special rate of postage as provided in Paragraph 4, Section 34.40, Act of Feb. 28, 1925. Subscription $2.00 per year. Single copy 25 cents.

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Family Relationship Under RRA Defined

FAMILY RELATIONSHIPS are important in determining eligibility for benefits under the Railroad Retirement Act. In addition to other requirements, a member of a railroad employe's family must have status under the Act as the employe's wife, husband, widow, widower, child, or parent before he or she can qualify for benefits. The questions below provide information on such relationships.

1. *I retired at age 65 and was awarded an annuity. My wife will be 65 next month. Will she be eligible for a wife's annuity?*

If a couple have been married for three years at the time the wife files for an annuity, or if she is the natural mother of the employe's child, and if she is living with the employe when she files her application, she can receive a wife's annuity.

2. *I understand that a wife, under 65 and caring for a child of an employe, can qualify for an annuity even though the child was adopted?*

This is correct; but if she is not the natural mother of the child, she must have been married to the employe for three years.

3. *My wife and I are separated; since we are not living together, is she disqualified for a wife's annuity?*

Not necessarily. A wife is also considered to be "living with" the employe if she is (a) receiving regular contributions from the employe for support, or (b) is entitled by court order to receive such contributions.

4. *I am an annuitant past age 65 and my wife will be 65 soon. However, she is in an institution. Can she receive a wife's benefit?*

Yes. If your wife does not meet the "living with" requirement only because she is in an institution, she can receive an annuity, provided, of course, she meets all other requirements.

5. *I was awarded an employe's annuity at age 65. My husband is also 65. What requirements must he meet to qualify for a husband's annuity?*

The requirements for a spouse's annuity are the same for either a husband or wife, except that, in addition, a husband must have been dependent upon his wife for half his support at the time her annuity began.

6. *My husband and I were living apart when he died. However, we were not divorced, and he was paying me a specific amount of money each month. Since we were not living together, am I disqualified for a widow's benefit?*

No. Because you were receiving regular contributions from your husband for your support, you are considered to have been "living with" him.

7. *My husband and I had been married only 10 months when he died. We had no children, but he had adopted my 10-year-old son by a previous marriage. Will I be able to get a widow's annuity?*

Yes. To receive a survivor annuity, a widow who is otherwise qualified must meet one of the following conditions:

(1) Have been married to the employe for a year before he died; *or*

(2) Be the mother of his child; *or*

(3) Have legally adopted his child, or he adopted her child, while married to him and while the child was under age 18; *or*

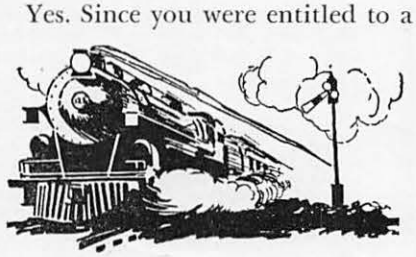
(4) Have been married to him at the time both of them legally adopted a child under age 18; *or*

(5) Have been entitled, or on filing an application and reaching retirement age would have been entitled, to a widow's or parent's benefit under the Social Security Act in the month before she married the employe; *or*

(6) Have been entitled, or on filing an application would have been entitled, to a disabled child's benefit under the Social Security Act in the month before she married the employe.

8. *I was receiving a widow's benefit under the Social Security Act, and when my husband (a railroad employe) and I were married, it was discontinued. We were married only a few months when he died. Can I receive a widow's benefit under the Railroad Retirement Act?*

Yes. Since you were entitled to a widow's benefit under the Social Security Act in the month before you married the employe, you are considered his widow.



9. *My wife had 15 years of railroad service when she died; however, she was not supporting me. Am I eligible for a widower's benefit?*

No. In addition to meeting the same requirements as a widow, a widower must have been receiving at least half of his support from his wife when she died or at the time her retirement annuity began.

10. *Our 16-year-old son had a part-time job at the time my husband died. Would this make him ineligible for a child's annuity?*

No. If a child was living with his father or was receiving contributions for support from his father, the child is considered to have been dependent on him.

11. *Our niece was left homeless when her parents were killed. Although we did not formally adopt her, my husband and I took her into our home and she lived with us for two years before my husband died. Is there any way she can qualify for a child's annuity?*

Yes. A child who was not legally adopted may qualify for an annuity if he was living with the employe at the time the employe died, was not receiving any other contributions for support and was adopted by the employe's widow within two years after the employe's death.

12. *My husband and I were married for two years when he died. By a previous marriage, I have a 12-year-old daughter. As my husband's stepdaughter, is she entitled to a benefit?*

Yes. She must have been his stepchild for at least a year and dependent upon him.

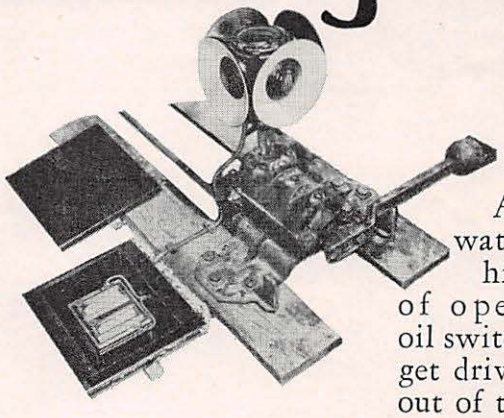
13. *Could a child who is born after his father's death receive a child's annuity?*

Yes. The benefit could begin the month in which the child is born.

14. *Can any person other than my natural father or mother be entitled to a parent's annuity on the basis of my earnings?*

Yes. A stepparent or a person who adopted you before you were 16 years old is also considered to be your parent. However, your parent must have been receiving at least half of his (or her) support from you.

Batter-y Up!



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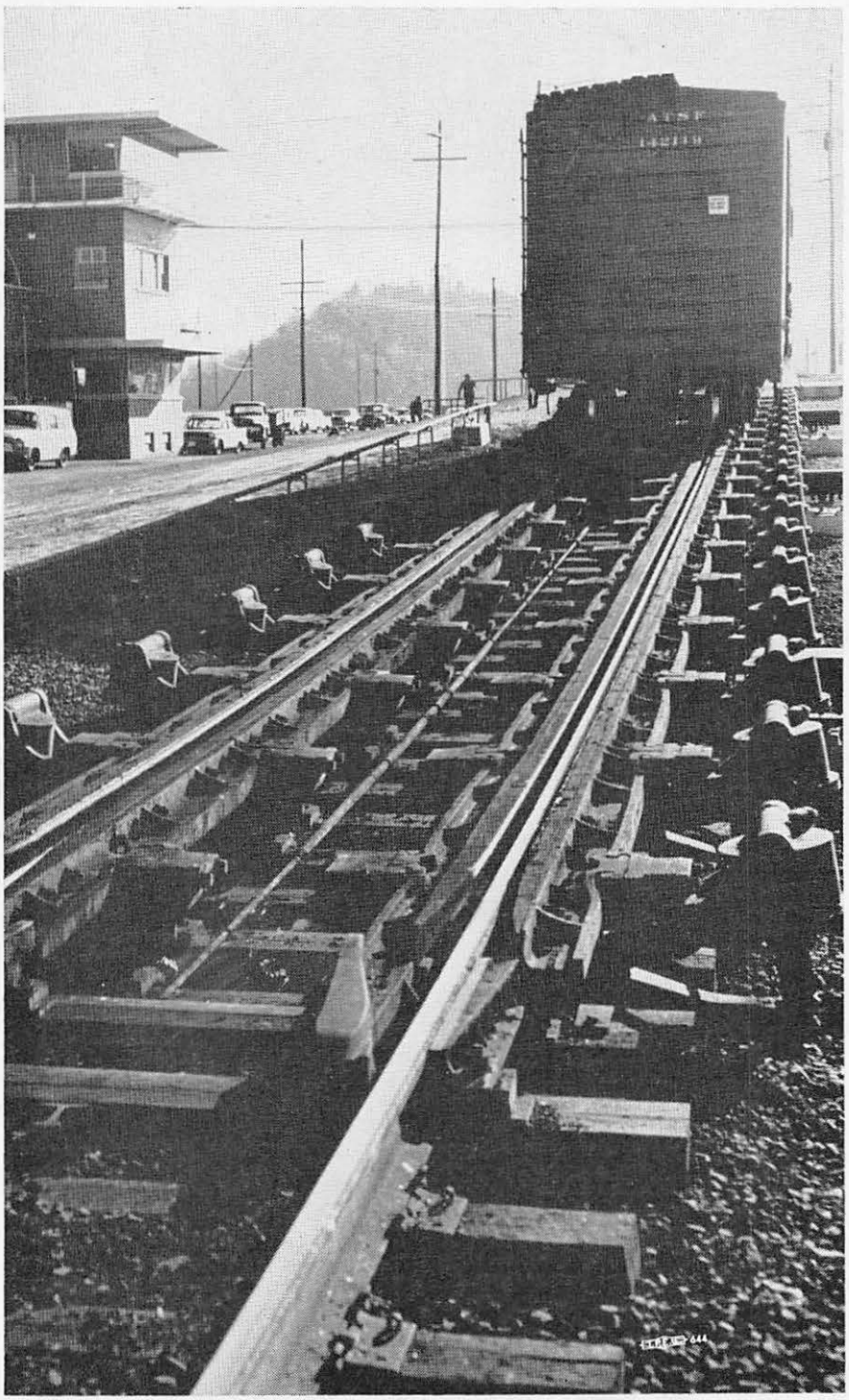
Those savings can add up to a very substantial 60% or more—which, we believe, is a compelling reason to "batter-y up" *all* lighted switch lamp installations just as quickly as conditions will permit.

THOMAS A. EDISON INDUSTRIES *Primary Battery Division* **BLOOMFIELD, N. J.** McGRAW EDISON

L & N Speeds Freight Movements With New Automatic Classification Yard

New signal installation gives L & N:

- **More efficient operation**
- **Chance to increase traffic**
- **Big net return on investment**



Boyles yard is the first to be equipped with newly-developed, more efficient retarders. They are electro-pneumatic and automatically controlled by Velac electronic equipment.

THE LOUISVILLE & NASHville Railroad recently completed the installation of a modern automatic freight classification yard at Boyles, Ala., near Birmingham. This installation replaced several flat switching yards in the area. The new yard is five miles long and covers 250 acres.

It has been designed and built to provide the railroad's customers with faster and more efficient freight transportation. This will benefit not only the shipper but the public as well. No one is more enthusiastic about the yard's future than the men who operate and maintain it. As an example, they pointed out that experience thus far shows that shipments move through the busy Birmingham area more expeditiously and more economically, saving up to 24 hours over previous schedules.

This will improve the carrier's position to compete with other railroads and other forms of transportation for freight revenues. Already the L & N is recovering some of the rush shipments lost to other forms of transportation. One employe said: "With the greater efficiency the yard provides I estimate that freight handled by the carrier will increase by at least 20 percent in the next three years."

According to the carrier, the new yard cost approximately $10 million, but it is estimated that the L & N will realize a big return on its investment, resulting from reduced operating cost, greater efficiency and increased freight traffic.

Construction required a little more than two years. To provide the most efficient layout it was necessary to level a 190-foot shale and clay hill. A huge four-way culvert, which required 10,000 cubic yards of concrete, was constructed to divert a 30-foot-wide creek to provide additional space. It was also necessary to relocate the mainline tracks. All this construction was completed without serious interruption of normal service during the two-year construction period.

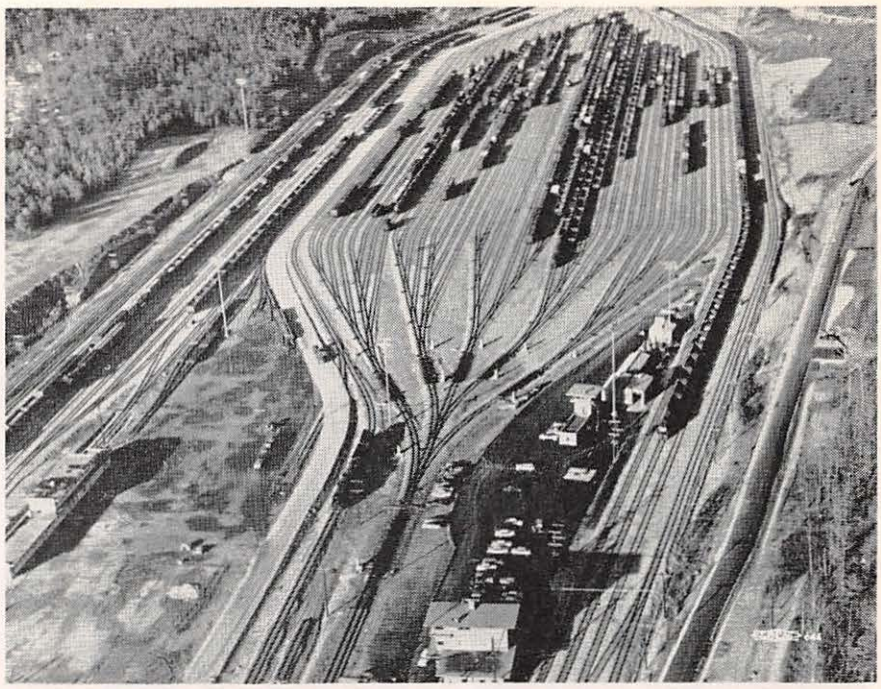
Layout

The yard extends approximately from north to south. The receiving yard is located directly south of the classification yard. Incoming trains can enter either end of the receiv-

ing yard which consists of seven tracks with a capacity of 1,232 cars.

When the cars are received in the receiving yard they are moved to the hump and are classified into one of 40 classification tracks, depending on their destination, content and weight. The classification tracks are arranged in five groups of eight tracks each. These tracks will accommodate 1,509 cars.

Train movements at yard entrances and exits are remotely controlled from a five-foot interlocking machine on the top floor of the main yard office adjacent to the hump. The movement of trains through the receiving yard in approach to the hump is directed from a panel in the main yard office. On this panel is a miniature diagram of the track layout from the entrance end of the receiving yard to the hump lead.



This aerial view of Boyles Yard shows the symmetry of a well-planned installation.

Departure Yards

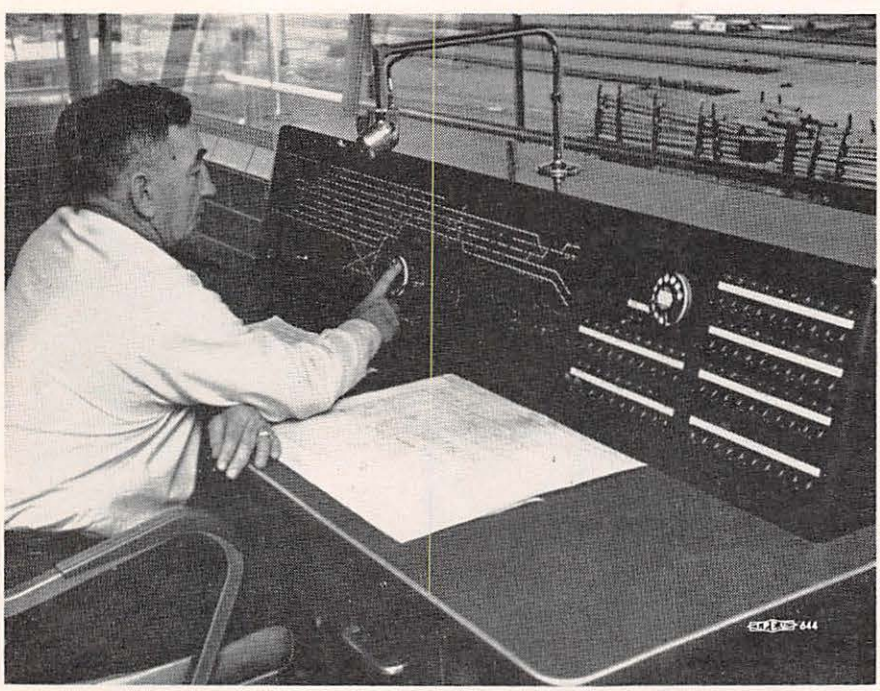
Boyles has two departure yards. One is located west of the classification tracks and consists of seven tracks with a total capacity of 948 cars. The other departure yard is located east of the classification yard and consists of three tracks with a total capacity of 248 cars.

Diesel service facilities are located adjacent to the receiving yard on the east side of the installation. South of the diesel facilities is a storage yard consisting of 65 tracks with a capacity of 2,348 cars.

Yardmaster Dials Route

A telephone-type dial is located on the panel in the main yard office. This is used to dial an entrance and exit for a desired movement through the receiving yard to the hump. When the yardmaster dials the entrance number, then an exit number, the route is set up automatically.

Incoming trains from the receiving yard are pushed up the hump by a diesel locomotive. At the crest of the hump the cars are uncoupled and allowed to coast by gravity down the other side of the artificial hill to join other cars with the same destination. As each car rolls down the hill it passes through a master retarder and one of five group retarders which controls its speed by squeezing the wheels between alloy steel brake shoes. The cars are then placed in one of the two departure yards and sent on their way. Car retarders are electro-pneumatic. Boyles yard is the first to be equipped with newly developed more powerful retarders, which are more efficient and easier to adjust than previous models.



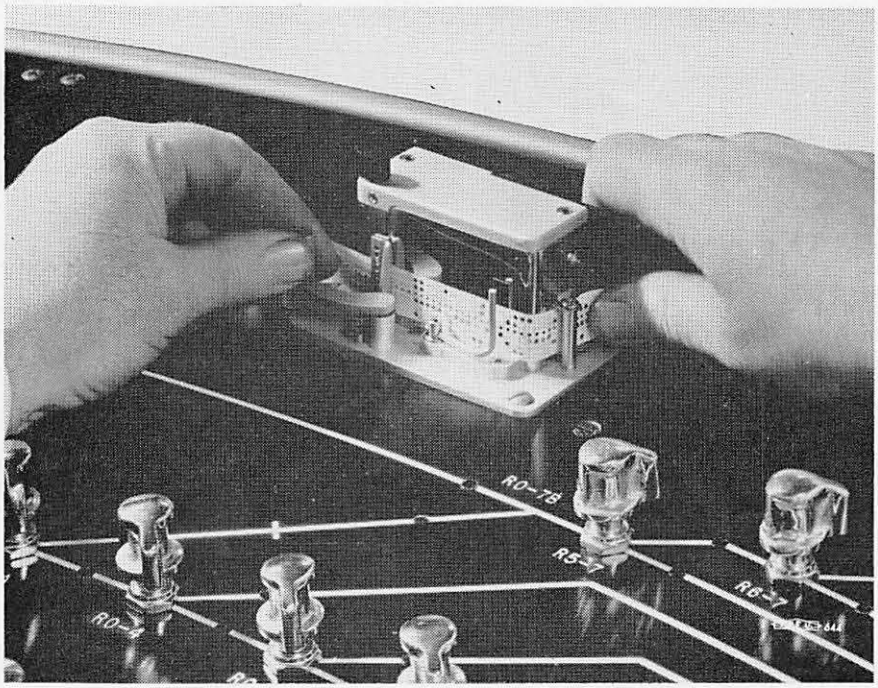
From this panel on the top floor of the main yard office, trains are directed through the receiving yard and engines are given humping instructions by inductive cab signals.

Cab Indicators

When a train is cleared through to the hump leads, an inductive cab indicating system is used to direct hump engines in the humping operations. This system provides—in the cab of the hump engine—a *visual* indication of humping instructions and an *audible* indication of any change in these instructions. This 'indicator in the cab' keeps enginemen continuously alert to humping instructions.

Controls for this system are also located in the yard switching panel in the main yard office. A panel of toggle switches for an automatic telephone system is also located on the same panel. This is the first installation of this type of custom-designed panel containing so many highly concentrated controls ever made at a freight classification yard.

Boyles yard has had incorporated into it the most modern techniques of automatic controls for



An operator inserting the tape into the tape reader on the control console. This tape feeds routing information into the automatic switching system.

classifying freight cars. Electronic computers, radar, automatic switching, coded circuits, cab indicators, electronic scales, radios, telephones, teleprinters, talk-back and paging speakers, television, a pneumatic tube system, remotely-controlled yard switching systems and automatic indicators are all a part of this virtually automatic control system.

Operations Controlled By Electronic Brain

To control the operation of its Boyles yard the L&N selected recently-developed control equipment called VELAC Automatic Classification Yard System. The VELAC equipment receives information from various sensing devices. By means of an electronic computer, a correct leaving speed is automatically determined and the retarders are automatically controlled so that cars will couple on the classification track free from impact damage.

Factors that must be considered to determine correct leaving speeds from the retarders include track tangent rolling resistance, weight of the car or cut of cars, curved track rolling resistance, track fullness, weather conditions, and peculiarities in the construction of the yard.

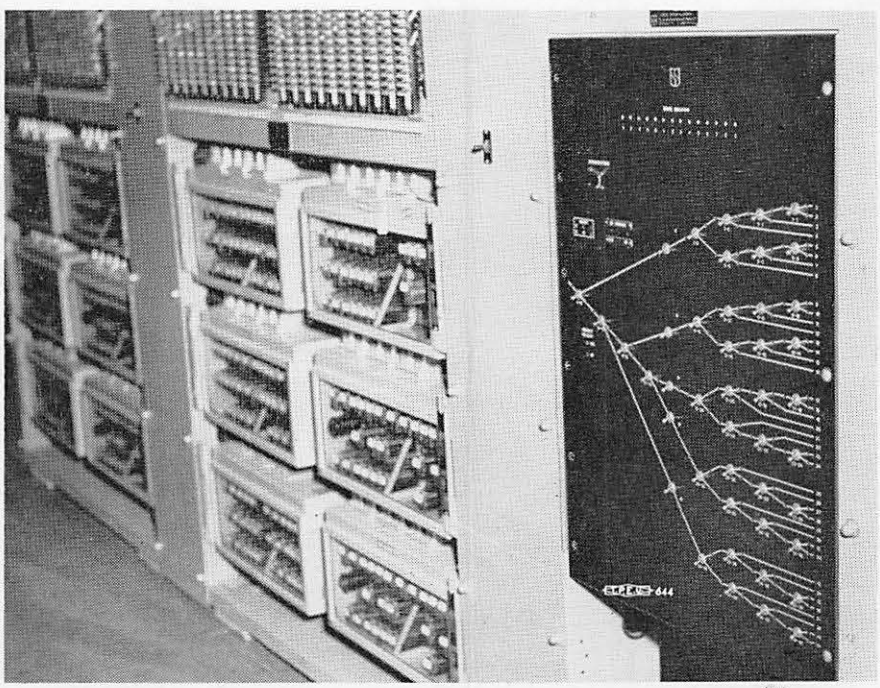
As the cars are uncoupled at the crest of the hump and begin to roll downgrade by gravity toward the classification tracks, varying energies must be absorbed and speed controlled to allow each car to roll to a gentle coupling in its classification track. When the car begins to descend the hump, automation takes command.

As the car is uncoupled and rolls from the crest of the hump toward the master retarder, rolling resistance is measured by radar. This measurement is used to predict the behavior of the car from point of tangency to coupling. This measured value is stored in an electronic circuit where it remains until the car reaches the group retarder and then it is used in computing the correct leaving speed from the group retarder.

The next measurement taken into consideration to determine correct leaving speed from the retarders is weight of car or cut. The car weighing device is a special weigh rail located a few feet in advance of the master retarder. A car passing over the weigh rail is classified as either light, medium or heavy. The weight information is used to automatically select a correct leaving speed from the master retarder. This information is stored in the computer associated with the group retarder in the route of the particular cut, where it is also evaluated as a factor in computing correct leaving speed from the group retarder.

As the car enters the master retarder radar continuously measures the speed of the car and automatically controls the retarders to assure that the car leaves the master retarder at the speed previously determined by the weight classification. For abnormal conditions leaving speeds can be modified by a FNS (fast, normal, slow) lever located on the control machine. With this combination of controls leaving speeds from the master retarder are controlled to an accuracy of plus or minus 0.1 mph.

After the car leaves the master retarder, but before it reaches the group retarder, curved track rolling resistance is measured by radar. This measurement is fed to the computer where it is combined with other factors and the compu-

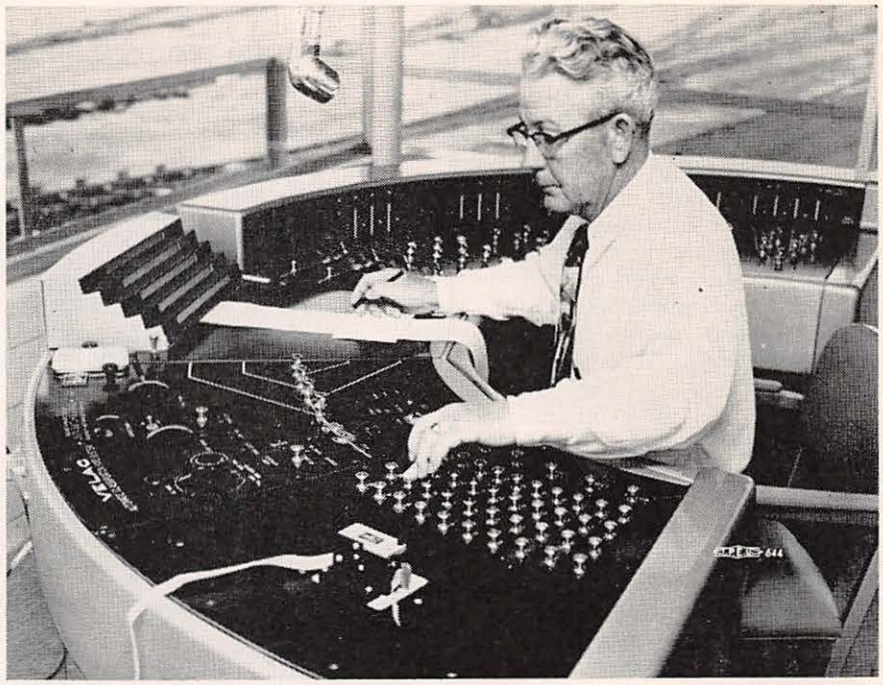


This is the VELAC automatic switching center located on the first floor of the retarder tower. Lights on model board indicate operations taking place in the retarder yard.

ter determines the proper leaving speed from the group retarder. This information is stored in the speed control system and is used to automatically control car speed in the group retarder.

The computer, in determining the desired leaving speed from the group retarder, takes into account tangent track rolling resistance, a correction for tangent track rolling resistance to compensate for the kinetic energy effect in the wheels, weight information, curved track rolling resistance, a correction for curved track rolling resistance to compensate for various amounts of curvature into each classification track, the grade from the group retarder to the point of tangency, the grade from point of tangency to point of coupling, distance to roll to couple and desired coupling speed.

The complete operation is monitored from a retarder and switch control console housed in a tower overlooking the group retarders.



The retarder and switch control console is monitored. Although the operation is completely automatic, means are provided for the operator to take over if desired.

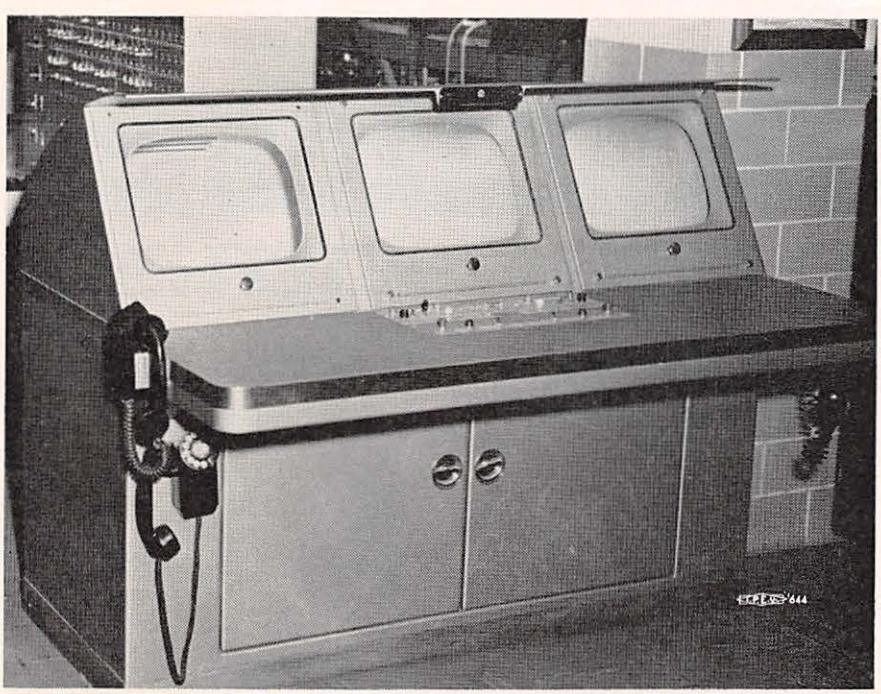
Automatic Switching

At Boyles an automatic switching system is provided which features a tape reader. This automatically introduces into the switching system route information for an entire train pre-programmed on tape. When the previously prepared coded tape is inserted into the tape reader, track destination information for each car is automatically delivered to the automatic switching system, as the cars are uncoupled at the hump.

Switches in the route selected are automatically positioned before the cars reach them. This reduces the distance required between rolling cars or cuts of cars. Controls for five track destinations are stored in the system at all times. These track destinations are displayed by digit lamps in an indicator on the retarder and switch control machine. Track circuits are so arranged that the system "stays in step" with cars as they go over the hump. When one cut of cars is humped, the next track destination is introduced to the storage unit automatically. As this happens the visual indicators move to display each new track destination.

A miniature track diagram of the classification yard is located on the retarder and switch control console. Indication lights and manual controls for retarders and switches are grouped on the diagram at points representing actual locations of retarders and switches. The diagram is a scaled drawing which reflects the track layout from the crest to the exit end of the group retarders. This and the tape reader are located on the left side of the console. The cut list and automatic switching indicator occupy the center of the console. The automatic switching indicator displays route information to the retarder operator. On the right side of the console is a diagram of classification track groups existing beyond the exit end of the group retarder. Also on the right of the panel are manual switch control levers and switch indication, detector track and clearance lights.

Direct reading counters which show space remaining in each classification track are also located on this portion of the console. Levers are included for resetting and adjusting counter readings.



These television receivers located on the first floor of the main yard office check trains approaching the receiving yard. One is a spare set used in case of trouble.

Television Checks Cars

Three television receivers are located on the first floor of the main yard office building. One receiver checks cars arriving from the south,

nearby industrial factories and Huntsville Branch number one. Its "pickup" transmitter is located south of the receiving yard. The other receiver checks trains approaching from Huntsville Branch number two and has its transmitter located at the north end of the receiving yard. Each transmitter station is equipped with a special background and when a train approaches special flood lights illuminate the cars against the background for good T.V. transmission.

The third receiver located in the main yard office is a standby set and can be cut in for either the number one or two receiver, in case of trouble.

As each car in a train rolls past either of the transmitters, its picture is transmitted to the main yard office where a yard clerk observes the car's initial and number. This is recorded on a voice recorder. Later this is used to make up the switch list.

Radio

Two radio systems are in use at Boyles. One provides two-way communication between the hump foreman and the hump engines. Each car inspector carries a Handie-Micro-Talkie transmitter and a Handie-Talkie pocket receiver. The receiver has a loud speaker enabling the inspector to hear messages broadcast by the car inspector foreman, car foreman, or the car retarder operator. These messages are broadcast over a fixed transmitter station.

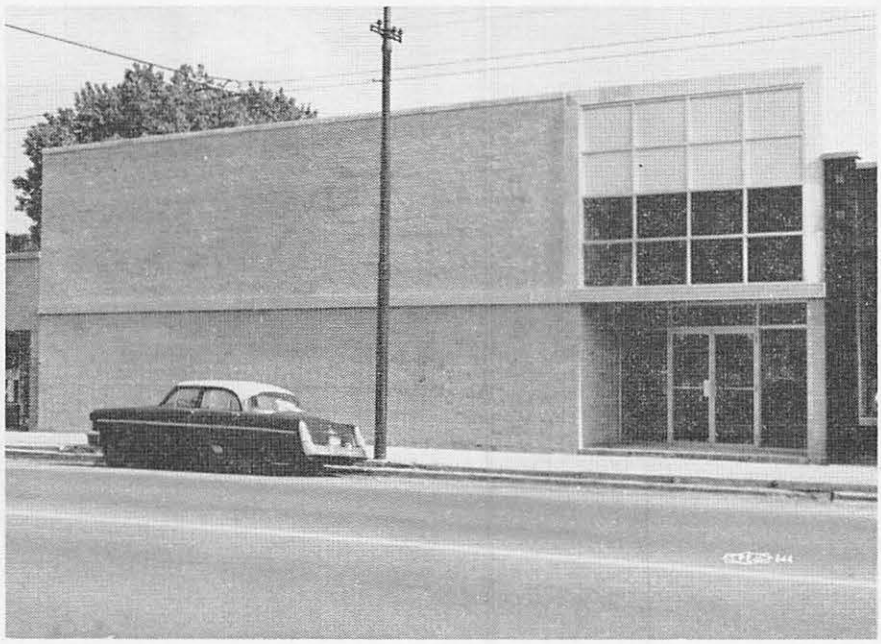
Traffic

Approximately 45 trains are received at Boyles each day. A like number are classified and depart daily. Approximately 2,000 cars go over the hump every 24 hours. In addition to this, many cars are received at Boyles which are not humped. Coal, coke and iron ore account for a good portion of the traffic classified at Boyles, but merchandise of all description will pass through the yard in any given period.

The VELAC Automatic Classification Yard System was designed and manufactured by Union Switch & Signal—Division of Westinghouse Air Brake Company. It was installed by L & N Signal forces under the direction of P. P. Ash, Superintendent Communications and Signals.

Brothers N. E. Todd and Kenneth E. Cheatwood, both members of Local 178, are the maintainers at the new installation.

Headquarters Building Progress Report



THIS IS LATEST PHOTO TAKEN OF our Brotherhood's new office building being constructed on Chicago's northwest side. Although it was expected that the headquarters would be moved to the new location May 28-29, delay was encountered and it is now anticipated that the move will be made June 22-23.

The outside of the building is complete, except for minor details, and inside work is progressing at a rapid pace. As this is written, most of the inside partition walls are in place and plastered. Heating and air-conditioning units are installed and plumbing and lighting fixtures are being readied for service.

President Jesse Clark has made an appeal to each member to contribute toward the financing of the new building. A "certificate of recognition" will be issued to each contributor. We urge members who haven't contributed to the fund to fill out the form provided in this issue of the Journal and send in your contribution today.

Headquarters Building Fund

Members of our Brotherhood are urged to make voluntary contributions toward a new Grand Lodge Headquarters Building to be erected in Chicago. All donations will be acknowledged by a certificate giving date and amount donated. Please send your contribution to:

Mr. C. L. Bromley, Sec.-Treas.
Brotherhood of Railroad Signalmen
503 Wellington Avenue
Chicago 14, Illinois

Name.....

Lodge No......

Street or Box Number.....

City..... **Zone No.**..... **State**.....

Measures to Promote Safety on Nation's Railroads Await Congressional Action

THE FIRST SESSION OF the 86th Congress has introduced several bills which are of vital interest to members of our Brotherhood and other railroad employes. Much of the proposed legislation is designed to promote safety among rail employes and the traveling public. Following is a summary of some of the pending legislation which affects our members:

Hours of Service Law

Legislation has been introduced in the House and Senate to amend the hours of service law, which now limits the working hours of telegraphers, "operating" employes, and dispatchers. The legislation now before Congress provides that signal department employes would be covered by the hours of service law.

The amendments to the present law would make it unlawful for a carrier to require a signal department employe who had been on duty for 14 hours to remain on duty or to go on duty until he has had at least 10 consecutive hours off duty. The bills also provide that an employe can not go on duty unless he has had at least eight consecutive hours off duty in the preceding 24-hour period.

In computing time on duty, an employe would be considered "on duty" from the time he reported for duty until released, except that any interim rest period of more than three hours would not be regarded as time on duty.

The bill provides that any carrier violating the provisions of the Act would be liable to a fine of not less than $500 or more than $1,000. The Interstate Commerce Commission would be charged with the execution and enforcement of the law.

The Senate bill is identified as S-1232 and the House measure is designated HR-5461. The bills have been referred to the Interstate and Foreign Commerce Committee. President Jesse Clark has asked our members to write or contact their elected representatives in Washington and urge immediate action on this important legislation.

Track Motorcar Bill

Legislation has been introduced in the House and Senate to provide protection for railroad employes by regulating the use of track motorcars. This Senate bill is identified as S-1425 and the House measure is designated HR-2487.

The proposed legislation would amend the Interstate Commerce Act to provide that motorcar operations would be subject to the carrier's operating rules covering the operation of trains *unless* they were afforded protection against collision through the establishment and enforcement of adequate rules and regulations.

The rules and regulations could include supplementary protection which may be afforded through the use of timetable and train order systems, or other protective devices for controlling the movements of track motorcars.

Carriers Must File Rules

The proposed legislation provides that each carrier would be required to file rules and regulations covering the operation of motorcars with the Interstate Commerce Commission within 90 days from approval of this Act.

After approval by the Commission, such rules and regulations, with any modification the Commission may require, will become obligatory upon the carrier.

If a carrier fails to file rules and regulations, the I.C.C. would be empowered to prepare rules to be observed by the carrier. The bill provides that the carrier may, from time to time, change the rules and regulations, provided such changes are approved by the I.C.C. before they are put into effect.

The Commission is empowered, on its own motion, or after hearing a complaint showing good cause, to amend the rules and regulations, and the rules as amended shall be binding upon the carrier after notice has been served in accordance with the Act.

Any carrier who refuses, neglects, or fails to comply with or enforce the rules and regulations prescribed in the proposed legislation would be liable to a fine of $500 for each violation. Each day such violation, failure, refusal, or neglect continued would be considered a separate violation and the carrier would be fined accordingly.

This is an important piece of legislation necessary to protect the lives of signalmen and other rail employes who are required to operate track motorcars. In the past 10 years 94 persons have lost their lives as a result of motorcars colliding with trains.

Railroad Car Inspection Act

This Act, identified as HR-1889, would give the I.C.C. power to prescribe rules, standards, and instructions for the installation, inspection, maintenance and repair of certain equipment on railroad cars. This would include: car truck assemblies; car underframes; couplers; and draft gears.

The rules, standards, and instructions would have to meet requirements which the Commission determines to be necessary to assure that each car is in proper operating condition and safe to operate in its required service.

Track Inspection Bill

A bill to protect rail employes and the traveling public by requiring railroads to maintain tracks, bridges and roadbeds in a safe condition has been introduced in the House and Senate. The senate bill is identified as S-996 and the House measure is designated HR-3264.

Under provisions of the legislation each carrier would be required to file with the I.C.C. its rules, standards and instructions for inspection, maintenance, and repair of tracks. After approval by the Commission, these rules, with such modifications as the Commission might require, would become binding on the carrier.

If a carrier fails to file such rules the I.C.C. would be empowered to prepare rules to be observed by the carrier. The Commission will be authorized to inspect and test any trackage to determine whether it is in proper condition to be used safely.

The bill provides that the Commission, after showing just cause, may order any carrier to make repairs which may be necessary to put its track in a suitable condition for safe operation. The Commission could also impose reasonable speed and weight restrictions on defective trackage until repairs have been made.

The carriers would be required to file periodic reports of tests and inspections with the I.C.C.

By SIDNEY MARGOLIUS, for The Signalman's Journal

BANKS, STORES AND LOAN companies are making a new drive to get people to buy on credit. It's going to take knowledge of the costs to resist unnecessary use of all the new credit plans.

One new plan is "charge-account banking." In some cities, housewives now can have credit cards to use in shopping from store to store, and make just one payment each month, to the bank that issues the card.

Another fast-spreading new plan is "ready credit." Here a bank grants you a loan. But it doesn't hand you the cash as in the traditional loan method. It credits the money to a checking account and you draw on it as needed.

Another development is the adoption of credit plans such as coupon books and monthly installments, by the five-and-tens, which traditionally have been cash stores.

Also, at least four state legislatures have voted to let small-loan companies make larger loans, or have increased the permissible interest rates.

Public Cautious

One reason behind all the new pressures to borrow and buy on credit is that the public has been a little cautious about installment buying during the present recovery, or partial recovery, from last year's recession. Credit buying has not boomed as rapidly as in 1954-55 after the recovery from the 1953 recession. This time, more people are buying for cash, or making larger down payments. Banks of course, are in business to lend money, and retail dealers, too, generally make a profit or get a kickback on installment sales.

Let's take a look at these new ways to borrow and buy on credit, and see where they might be harmful or useful to you.

Charge-Account Banking

This plan is generally sponsored by a bank. You can shop without cash at any of a list of participating stores, just by showing the card the bank gives you.

This sounds like a great convenience. Businessmen have used credit cards for some time with enthusiasm. They don't have to carry cash and for some, a credit card serves as a tax-evasion device. They can charge personal goods and services to business credit-card accounts.

One man wrote an especially enthusiastic letter to a credit-card organization. He reported: "I got my club directory in the mail. They won't let me get very far from here. But there's a broken lock on one of the gates so sometimes I do some traveling. I want to tell you that for the $5 you charge for your card I have never seen such value. I've eaten hundreds of dollars in meals and bought lots of flowers. And all this for $5. Sounds crazy to me, but maybe you make it up on volume." The letter was signed by an inmate of a mental institution.

Cost Above Average

More seriously, the thorn in this convenient plan is the cost. Typically, the bank sponsoring a city-wide charge plan collects six percent of the price of your purchases from the participating retailer, and another one percent a month interest from you.

The one percent a month you would pay amounts to a true interest rate of 12 percent a year. But the six percent participating retailers pay, also is of concern to you. For only higher-price stores ordinarily can afford to pay such fees. Even some hotels and restaurants are rebelling against honoring credit cards, or are charging card carriers an extra service to make up for the fee they must pay credit-card organizations.

The more competitive stores that try to shade prices can't afford to pay six percent to a bank for servicing charge accounts. Thus credit-card plans inevitably lead you to the higher-price stores. Even though some retailers may require a carrying charge of 1½ percent a month, their merchandise prices may be lower than those offering the easier credit.

Pros and Cons

The new "ready-credit" also being promoted by banks has advantages and disadvantages. In this plan, the bank credits your loan to a special checking account and you agree to pay back one-twelfth or one-twenty fourth of this sum each month. Your repayments automatically become available again for your use. For example, you may arrange for a $600 ready-credit plan on which you will pay $50 a month. Suppose you use $300 from this account, leaving a balance of $300 still available. As you repay, the amount available to you increases by that much. At the end of the two months of repaying you have $400 available to you, and so on.

The advantage of ready-credit is that you don't pay any interest until you actually use the money. Many people tend to borrow more than they really need, or sometimes take out loans a little in advance of actual need. This is costly because they have to pay extra interest on unnecessarily large or premature borrowing. Now for the first time, a bank will make a line of credit immediately available to you without charging interest until you actually do use the money, and then only on the portion you do use.

But the disadvantage is that you pay a higher interest rate than if you made a regular personal loan from the same bank. Most commercial banks charge true interest rates on personal loans of as low as 8 percent per annum in several cities, to a more general rate of 12 percent. (These rates are generally stated as four to six percent a year, but because you are paying back monthly, the actual effective rate is approximately double the stated rate.)

Observations

Life is like a golf game: The real test is not keeping out of the rough, but in getting out after we're in.

Life'e three most difficult achievements: to keep a secret; forget an injury; make good use of leisure.

You're young only once — after that you've got to think up another excuse.

In comparison with the 8-12 percent per-annum rate for personal loans, banks charge 1 or 1¼ percent a month on the declining balance of ready-credit accounts, which is 12-15 percent a year.

This is still cheaper than the 18-22 percent charged by many retailers for revolving-credit or budget-charge accounts. But it's more than you would have to pay the same bank or your own credit union for an ordinary loan. Credit unions charge one-half to one percent a month, which is equivalent to 6-12 percent per-annum.

Easy Credit Plan Encourages Unnecessary Spending

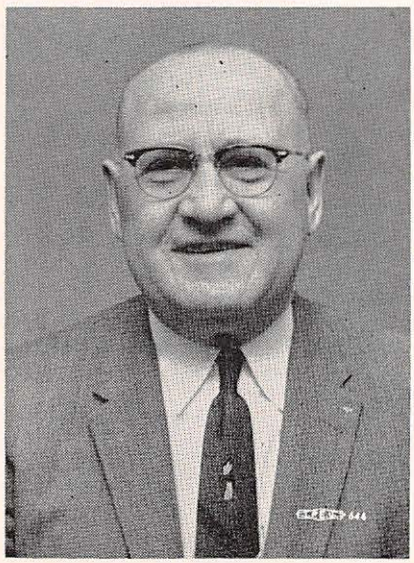
The other disadvantage is the encouragement to use credit constantly, and thereby add another permanent living cost. If you have a permanent ready-credit account of $600, of which you generally use about $300 and keep $300 in reserve, you have a constant bill of $3-3.75 a month for interest fees, or almost half as much as your phone or electric-light bill. The only way a working family ever will get to buy the maximum standard of living for its money is to get off the interest-fee merry-go-round. Over half the families in the $4000-$7500 a year income bracket have installment credit. Skilled workers especially are the heaviest users of installment credit. Three out of five report such debts.

The new charge and installment plans offered by variety stores are an especially futile type of credit. Credit needs to be reserved for emergencies or essential large purchases, not for small merchandise traditionally bought for cash.

Small-loan, "personal finance" or "beneficial" finance companies are the costliest of all credit sources. They charge 1½-3 percent a month on the declining balance, depending on state laws and amount borrowed. This is the equivalent of true per-annum rates of 18-36 percent. The danger of increasing the amounts they may lend, as several states have just done, is that borrowers may be tempted, or encouraged by the loan companies, to borrow even more from these highest-cost lenders.

Nowadays no employed person with a reasonably good credit record needs borrow from high-rate small-loan companies. Credit unions and commercial banks, as you see, are very eager to lend you money. The problem today is not where to get a loan, but to avoid unnecessary loans.

President Clark Calls For Added Benefits For Signalmen



President Jesse Clark

PRESIDENT JESSE CLARK of our Brotherhood, addressing a series of Local Lodge meetings on the West Coast, called for a substantial wage increase on a percentage basis, additional holiday and vacation benefits, and other improvements for our members.

Clark spoke at meetings of Lodge 104 in Banning, Calif.; Lodge 179, Sacramento; Lodge 153, San Jose; and Lodge 92 in Oakland. He recalled that our Brotherhood, by convention action, had demanded that a percentage wage increase be secured through "separate action by our Brotherhood if necessary."

President Clark said that this separate action, should it become necessary, would be in addition to joint rail union efforts to secure increases in wages and other improvements. He stressed this move would be designed "to achieve the greater wage differential we believe we are entitled to as skilled craftsmen. This demand has been voiced by several conventions. Since our Brotherhood's last convention, in August 1958, it has been underlined by Local Lodge action," Clark said. "For example, the membership meeting of Local 92 approved an assessment to finance a successful conclusion of a national wage differential movement through a percentage increase."

Membership Demands Action

Clark also reported that the Brotherhood's membership is demanding passage of the rail-union-sponsored amendment to the hours of service law, which now limits the working hours of "operating" employes, telegraphers and dispatchers. The amendment now before Congress provides that signal department employes would be covered by the hours of service law.

Would Eliminate Penalty Pay

"If the amendment fails to become law," Clark said, "the members of our Brotherhood are demanding that a national agreement be negotiated eliminating all penalty pay rules and establishing a maximum 8-hour work day. The members of our organization are not interested in penalty overtime," he stressed, adding, "it is the responsibility of the carriers to protect their service at all hours through the employment of additional men."

These remarks from the chief executive of our Brotherhood were greeted by standing ovations by the members of the Local Lodges.

Clark also demanded that the Interstate Commerce Commission be granted authority, as provided in legislation now pending in Congress, to promulgate and enforce track motorcar rules. He also called for I.C.C. enforcement of existing rules contained in the Signal Inspection Act. He stressed that it is important that our members aid in the enforcement of these rules.

Unions Win Victory

At the Oakland meeting, Clark announced that the rail unions had won—over the bitter opposition of the nation's railroads—passage of the rail union supported amendments to the Railroad Retirement and Unemployment Insurance Acts. He described the long struggle waged by the rail unions to secure these improvements. The need for these improvements has been emphasized by the adverse effects which inflation has had on pensioners and unemployed railmen, Clark stressed.

"Our success in securing enactment of these amendments," he concluded, "points up the necessity for political and legislative action, not only on a national and state level, but particularly at the Local Lodge level."

SHANTY BANTER

FEMININE WISDOM

A man had been married for about a year and had acquired the habit of spending his evenings downtown with the boys. One night his conscience worried him. He called his young wife on the phone.

"Hello, darling. Slip on your prettiest dress and meet me downtown. We'll have dinner at some nice place and then see a show. How about it?"

"I'll be delighted to meet you, John," she replied. "But come on out to the house and get me; there is nobody home."

Now the husband spends his evenings at home—his name is William!

Your failures won't harm you until you start blaming them on the other guy.

WORTH IT?

Bill: "How's the boss since you told him what you think of him?"

Gil: "He's a different man, now."

Bill: "Wonderful; but how is he different?"

Gil: "I'm with a different railroad."

Judging by the number of divorces, too many couples were mispronounced man and wife.

MIRACLE

After a very thorough examination, the Army doctor studied the extremely tall and emaciated recruit in silence.

Finally, the skinny fellow could stand it no longer. "Well, doctor, how do I stand?"

Replied the doctor: "That's what I'm trying to figure out—it's a miracle!"

SAFETY MEASURE

To avoid trouble and insure safety, breathe through your nose. It keeps the mouth shut.

POLITE

Little Bobby had been well instructed by his mother as to his manners at Sunday School. When he returned from his first visit, she inquired: "Did you show the teacher and other children how well you behave?"

"Yes, ma'am," he replied. "I even said 'no, thank you,' when the teacher offered me a plate full of money."

WORDS WE LIKE TO HEAR

Dinner's ready.
Take the rest of the day off.
Here's that five I owe you.
I love you, dear.

COURTEOUS

A defendant acknowledged that he hadn't spoken to his wife in five years. The judge took a hand from the bench in examining the witness.

"What explanation have you," he said severely to the defendant, "for not speaking to your wife for five years?"

"Your honor," replied the husband, "I didn't want to interrupt the lady."

"Can I marry him, Pop? He's a union man, and used to having someone do his negotiating for him."

ONLY ONE

At a revival meeting, the evangelist, after a long recounting of the weaknesses of mankind, exclaimed:

"Is there such a thing as a perfect man?" If anyone has ever known of a perfect man, let him stand up and say so!"

A small nervous man rose quietly in the rear of the church. The evangelist gazed at him in surprise.

"Do you mean to say, sir, that you know a perfect man?"

"I know of one who was entirely perfect."

"Who may he be?"

After a breathless silence, the man replied firmly: "My wife's first husband!"

He was brought up in a neighborhood so tough that a cat with a tail was a tourist.

REALISTIC

An American diplomat in Rome received a call from an American tourist. By way of conversation, the diplomat inquired, "Have you been to Pompeii?"

"Oh, yes," replied the tourist. "It was very interesting, but I think something must have happened to it—the place was mostly in ruins."

An Optimist: One who doesn't care what happens—to someone else.

LOST AND FOUND

The ferryman, while plying over the river, was asked by a timid old lady in his boat whether any persons were ever lost in the river.

"Oh, no," said the ferryman, "we always find 'em the next day."

Lady driver: "The thing I hate worst about parking is the noisy crash!"

GIVE HIM TIME

When Bobby started to run away from a fight, the school bully said: "I thought you told me you could lick me with one hand tied behind your back."

"I can," insisted Bobby. "I'm just going home to get some string!"

In order to get ahead you have to know the right person—yourself!

AND HOW!

"Is McPherson a typical Scotsman?"

"I'll say he is. He saved all his toys for his second childhood."

Rail Workers Get Higher Retirement and Unemployment Benefits Beginning June 1

RAILROAD WORKERS AND their families will get higher benefits as a result of amendments to the Railroad Retirement and Unemployment Insurance Acts which were signed by President Eisenhower May 19.

The immediate effects of the bill are that approximately 742,000 monthly beneficiaries under the retirement system will receive a general increase in benefits of 10 percent. Also, about 425,000 railroad employes under the unemployment insurance system and employes drawing sick benefits will receive increases in benefits averaging 20 percent. The amendments also provide for additional taxes to pay for the increases.

Maximum Annuity Raised

The present maximum retirement annuity is raised from $186 to $205, and the maximum for a retired employe and his wife is increased to $271 monthly.

The changes in the railroad retirement system are as follows:

- Monthly retirement and survivor benefits, including those under the so-called "social security minimum guaranty" provision are increased by about 10 percent. This change is effective for beneficiaries on the rolls in June 1959 and thereafter.
- Insurance lump-sum benefits are increased by 10 percent effective with respect to deaths occurring after May 1959.
- The *residual* lump-sum is raised by increasing the percentages of earnings on which it is based, from 7 to 7½ percent for the period January 1959 through December 1961, and to 8 percent thereafter. This change applies to deaths after May 1959.
- Women employes with less than 30 years of service, and spouses of retired employes may elect to receive reduced benefits at age 62.
- Disability annuitants under age 65 may earn as much as $1,200 annually without loss of benefits. Under the old law, benefits were withheld for each month in which the annuitant earned more than $100.
- Beneficiaries will not have to waive part of their benefits in order to receive nonservice-connected disability pensions payable by the Veterans Administration. Under the amendments, railroad retirement benefits are excluded from the definition "income" for the purpose of qualifying for these pensions.

The maximum pay credited toward annuities is increased from $350 to $400 a month.

Railroad Tax Act

To provide funds for the increase in benefits, the Tax Act is amended as follows:

- The maximum taxable pay base is increased from $350 to $400 a month.
- The retirement tax for employers and employes is increased from 6¼ to 6¾ percent on the employes' compensation earned up to $400 in any month. This increase is effective June 1, 1959.
- Effective Jan. 1, 1962, the tax rate will be increased from 6¾ to 7¼ percent each. After 1964 the rate on each will go up by the same number of percentage points by which the Social Security tax rate exceeds 2¾ percent.

Unemployment Insurance

The major amendments to the railroad unemployment insurance system would be as follows: (except as noted, the changes would be retroactive to July 1, 1958.)

- Benefits will be increased by about 20 percent by increasing the daily rate from 50 to 60 percent of the daily rate of pay an employe received in his last rail job. The maximum benefit rate is increased to $10.20 instead of $8.50 a day.
- Benefits will be paid for days of unemployment in excess of four days in any registration period. Under the old law benefits were not payable for the first seven days of the first registration period within a benefit year.

Accident Briefs

More than twice as many males as females are killed each year in accidents.

Accidents are the leading cause of death to persons 1-36 years of age.

One person in 40 is injured each year in a home accident.

Most fatal auto accidents involve only one car.

More than eight out of 10 auto accidents occur on level road and about seven out of 10 on dry roads.

- Sundays and holidays will be considered as days of unemployment. It will no longer be necessary for such days to be preceded and followed by other days of unemployment to be creditable.

Amendment Recognizes Longer Service

- Employes with less than 10 years' service, who exhausted unemployment benefit rights after June 30, 1957 and before April 1, 1959, will be paid benefits up to 65 additional days of unemployment in registration periods starting after June 18, 1958 and before July 1, 1959.
- An employe with 10 but less than 15 years of service will be entitled to an additional 65 days of unemployment benefits in a benefit year.
- Employes with 15 or more years of service will be entitled to an additional 130 days of unemployment benefits in a benefit year. The entire extended periods will be considered part of the benefit year in which they begin.
- The unemployment tax rate, *paid wholly by the carriers,* will be increased on a sliding scale, depending on the amount of money in the Railroad Unemployment Insurance fund. This scale will range to a maximum of 3¾ percent and the taxable base is increased from $350 to $400 a month.
- Standby authority has been provided whereby the Board may borrow money from the railroad retirement account in the event the unemployment account becomes temporarily depleted.

Don't Contact Board, Members Advised

The Railroad Retirement Board has asked that beneficiaries and employes who are eligible for higher benefits under the amendments *not* contact the Board. They explain this would hinder the Board in making the necessary adjustments. Employes who are entitled to retroactive payments for sickness or unemployment will be contacted by the Board.

In some instances employes or beneficiaries will be required to supply additional information before receiving benefits. These persons also should wait until they hear from the Board before taking action.

RLEA Blames Carriers For Big Rise In Death and Injuries to Workers

THE RAILWAY LABOR EXecutives' Association recently charged that the dominant segment of railroad management has become "totally indifferent" to the safety of the traveling public and rail employes.

The RLEA's charge was made in a report after its Committee on Safety reported that deaths and injuries to railroad workers for the first three months of 1959 had soared far above the totals for the same period in the last two years. The RLEA, comprised of the 23 Standard Railway Labor Organizations, called on Congress and the Interstate Commerce Commission "to take cognizance of the steadily deteriorating safety situation on the railroads." The two bodies were asked to act at once by imposing stricter regulations, better enforcement of present laws, and the enactment of new rail safety measures to curb the increase in the slaughter and maiming of railroad passengers and workers.

Carriers Blamed for Increase

The RLEA report placed the blame for the rising accident rate "directly upon the shoulders of railroad management, which has not only neglected proper maintenance of track and equipment, but has stubbornly refused to cooperate with the RLEA in forming a joint labor-management safety committee to deal with safety problems."

The report said "Because of the poor maintenance policies being followed by most railroads, the rail safety outlook for the immediate future is bleak and will continue to worsen unless Congress and the Commission take immediate remedial action."

The report further stated that railroad unions will press for early action in Congress on several bills which have already been introduced. If these bills fail to improve the situation, a spokesman for the RLEA said, "we will propose legislation revamping railroad safety regulations in their entirety at the next session of Congress." The spokesman said the RLEA is hopeful of enactment at this session of the Ashley Safety Bill, the Track and Bridge Inspection Bill, the Track Motorcar Bill, and the Hours of Service Bill. "We believe," he continued, "that these measures would prove adequate to restore safe working and traveling conditions on the railroads."

The report of the RLEA Safety Committee was based on preliminary reports of the Interstate Commerce Commission for the first quarter of 1959. It showed that, despite big drops in the number of railroad workers, the totals for *deaths and injuries have steadily increased during the last two years.*

In the first three months of 1959, 58 *railroad workers* were killed and 3,356 were injured, although the average number of employes was only 813,274. That was 47,907 fewer than the average number of employes in the same period of 1958, when 49 were killed and 3,259 injured. Although there were 176,791 fewer workers than in the first quarter of 1957, 20 more workers were killed and 546 more were injured in the first three months of this year.

Preliminary figures also show five *passengers* were killed and 356 injured in the first three months of 1958. That was two more deaths than in the 1958 period and only 112 fewer injuries. In the entire year of 1958 the total number of passengers killed was 61, with 1,658 injured. In 1957, 15 passengers were killed and 1,617 injured. The increase in deaths and injuries occurred despite the fact that revenue passenger miles last year were over 2.5 billion *less* than in 1957.

The RLEA, in addition to pressing for safety legislation, will make an effort to secure revision of Section 13a of the Interstate Commerce Act which Congress passed last year, the spokesman said. This is the provision which the RLEA claims permits railroads to abandon passenger trains "without adequate protection for the public interest." An early hearing is expected on S-1331, introduced by Senator Clifford Case (Rep.-N.J.).

The RLEA has endorsed S-1331 and believes its enactment is necessary to prevent railroads from killing off virtually all passenger service within the next few years, the spokesman added.

Terming such a prospect "disastrous," the RLEA said the future transportation and national defense needs of the nation "require that Congress take immediate action to compel the railroads to continue to meet their responsibility as a common carrier to provide adequate passenger train service."

Brother Fisher Making Rapid Recovery

Ira M. Fisher, vice president retired of our Brotherhood, underwent major surgery in a Cedar Rapids, Iowa hospital the middle of April and was seriously ill for several weeks.

We are happy to report that he is making steady progress toward recovery and has returned to his home in Belle Plaine, Iowa.

In a telephone conversation with President Jesse Clark, shortly before press time, Brother Fisher said he was gaining strength and able to be up and about; that while he was disappointed in not being able to take an active part in gardening—his favorite hobby—he was able to "boss the job" while the family did the work.

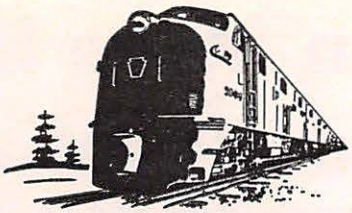
He also said that, through the pages of the *Journal,* he wanted to express his sincere appreciation of the flowers, letters, notes and get-well cards which he received; that they added so much of cheer and encouragement during those trying days.

Officers and staff at Grand Lodge join Brother Fisher's host of friends and former co-workers in best wishes for his continued improvement.

Late News on Headquarters Move

At press time we are advised our Brotherhood will move to new headquarters June 22-23. The address is: 2247 Lawrence Ave., Chicago 25, Ill. Telephone No.: LOnghead 1-7355.

Railroad NEWS IN BRIEF



THE CHESAPEAKE & OHIO reported recently that it had marked its 68th successful year of profits and 43d year of dividends declared.

In the annual report of the carrier's officers, Board Chairman Cyrus S. Eaton and President Walter J. Tuohy asserted that the road "is going into 1959 on the way up." They added: *"The loyalty and effort of C&O's men and women form an indispensable part of this favorable outlook."*

M. M. Cronk, carrier vice president in charge of passenger traffic, labor relations and personnel, observed in another section of a report that the railroad "maintains 57 different labor agreements with 30 Brotherhoods and other labor groups." He said:

"In 1959 not a day was lost as a result of labor disputes. This enviable record is a testament to the philosophy of labor relations which the C&O has followed over the years. We are fortunate also that maturity prevails when we deal with Railroad Brotherhoods. *They are among the oldest labor organizations in this country, and their leaders possess a degree of statesmanship which I believe to be unrivaled."*

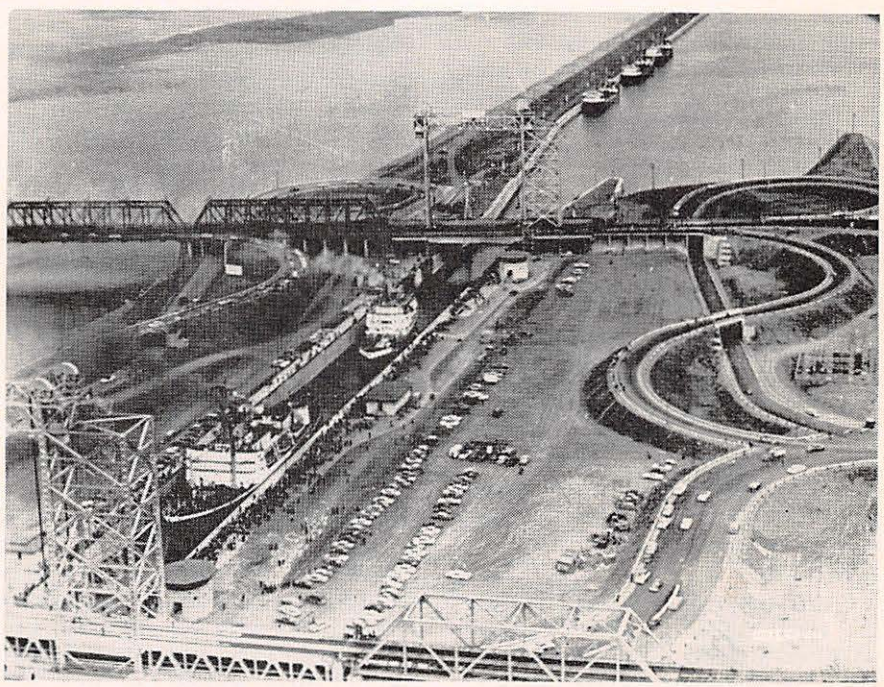
NEW JERSEY, within the last six months, has suffered its greatest loss of train passenger service in that state's history. Since Jan. 1, 1958, 606 trains were removed from service, according to State Public Utility Commission figures. The Delaware, Lackawanna & Western headed the list of railroads that dropped trains. It reduced its service by 116 trains.

GEORGE M. HARRISON, president of the Brotherhood of Railway Clerks since 1928, was unanimously reelected at the organization's quadrennial convention in Milwaukee. George M. Gibbons, secretary-treasurer, was elected to his first full term in that office (he succeeded the late Phil E. Ziegler).

THE GEORGIA & FLORIDA is the first railroad to benefit from the loan guarantee provisions of the Transportation Act of 1958. The Interstate Commerce Commission has agreed to guarantee a $934,960 loan to that carrier. It's the first guarantee since enactment of the Transportation Act by Congress. The ICC will insure the lender, the First National Bank of Atlanta, against loss. The carrier will use the loan to purchase 100 boxcars from the Pullman-Standard Car Mfg. Co. Bigger cars, according to the carrier, are needed to promote new business.

THE LAST OF THE SANTA Fe's steam locomotives have reached the end of the line. Seventy-seven—all that remain of a fleet of 2,000—are being sold for scrap; 39 have been preserved in public parks along the railroad's route, and four, two of the largest and two others of historic significance, are being preserved by the company. One of these, the Cyrus K. Holliday, named after the railroad's founder, is a diamond-stacked museum piece with two wooden coaches. It is frequently exhibited at fairs and centennial celebrations. The Santa Fe was one of the first railroads to dieselize.

THE ROCK ISLAND says that in the last 10 years private industry has invested $1,740,071,288 in new plants which it serves. This investment was made in 2,868 permanent industries, 933 temporary industries and 658 industrial expansions. Especially-laid industrial trackage to accommodate the movement of manufactured goods from these plants totals 63 miles. An estimated $60 million in revenue and $7 million in rental income from these plants has accrued to the Rock Island during the 10 year period.



SEAWAY IN OPERATION; RAILS MEET CHALLENGE

Ocean-going vessels have moved in a steady stream through the newly-enlarged and deepened St. Lawrence seaway, which opened for business in late April, but which will be formally dedicated in June. The photo above was taken as Canadian icebreakers led the way through the St. Lambert lock at Montreal, followed by other waiting ships for Great Lakes inland ports.

(*Editor's Note:* A project on which the Canadian and American governments spent $500 million, the seaway was long fought by the nation's railroads as well as by rail unions on the ground that it represented a huge public subsidy for a competing form of transportation.

However, Eastern railroads which feared the seaway would hit them the hardest, have put into effect substantially lower freight rates between East Coast and Great Lakes ports in order to meet the competition and to persuade as many ocean shippers as possible to continue moving their cargoes by rail to and from East Coast ports. Because of this inducement, many shippers are reported to be continuing their present pattern of shipments rather than diverting to the seaway.)

Signalmen in Move for Increased Holiday and Vacation Benefits

Eleven "Non-Ops" Launch Drive for Long Over-Due Changes

IN A CONCERTED, NATIONAL MOVE with ten other non-operating rail unions, our Brotherhood last month served notice on the nation's railroads of our desire to revise and supplement existing agreements to provide more liberal vacations and additional paid holidays.

Formal notices filed on each carrier by our general chairmen on May 29 asked that the increased vacation benefits be effective for the year 1960 and the additional paid holidays be added beginning Nov. 1, 1959.

Participating in the move, in addition to our Brotherhood, are these rail unions: Machinists; Boilermakers-Blacksmiths; Sheet Metal Workers; Electrical Workers; Carmen; Firemen and Oilers; Clerks; Maintenance of Way Employes; Telegraphers; and Hotel and Restaurant Employes (for dining car workers).

Ask for Early Conferences

Notices filed by our general chairmen asked the carriers for conferences as soon as possible, but no later than June 29.

President Jesse Clark of our Brotherhood said: "The added benefits we are asking for our members are long overdue, and we are only asking the carriers to put into effect benefits for our members that have long been a recognized practice in other industries." He added:

"Although Grand Lodge will entail considerable extra expense by participating in the joint move, the added benefits received by our members will offset these costs many times over and bring benefits for signalmen in line with those received by employes in other industries."

President Clark cited figures released by the railroads which show the carriers are able to meet the cost of the additional benefits. He said, for example, that in the last four months of 1958 the railroads were chalking up earnings at the rate of more than $1 billion a year in net operating profits. Meanwhile, he continued, according to official Interstate Commerce Commission figures, profits in 1959 are showing an upward trend.

President Clark also said: "Further improvements in benefits will be sought for our members later this year. These improvements are being demanded by our members as benefits they are entitled to as skilled craftsmen."

The following is a summary of the proposed changes to existing agreements requested in the notice:

Vacations

- Effective for the calendar year 1960, employes who render compensated service on not less than 90 days during the previous calendar year will be granted an annual vacation of 10 consecutive work days with pay.
- Effective for the calendar year 1960, an employe with five or more years of continuous service will be granted an annual vacation of 15 consecutive work days with pay, provided he renders compensated service during the preceding years on not less than 90 days (133 days in the years 1950-58, inclusive, 151 days in 1949 and 160 days in each of such years prior to 1949) in each of five such years, not necessarily consecutive.
- Effective with the calendar year 1960, an annual vacation of 20 consecutive work days with pay will be granted to each employe who renders compensated service on not less than 90 days during the preceding calendar year and who has 10 or more years of continuous service, and who, during such period of continuous service, renders compensated service on not less than 90 days (133 days in the years 1950-58, inclusive; 151 days in 1949, and 160 days in each of such years prior to 1949) in each of 10 of such years, not necessarily consecutive.
- Weekly and monthly rated employes, whose rates are based on more than five days' service a week will be granted vacations of two, three, or four work weeks.
- Service rendered under agreements between a carrier and one or more of the non-operating organzations, parties to the General Agreement of Aug. 21, 1954, or to the agreement resulting from the serving of this notice, shall be counted in computing days of compensated service and years of continuous service.
- Calendar days in each current qualifying year on which an employe renders no service because of his being sick or injured shall be counted in computing days of compensated service and years of continuous service for vacation-qualifying purposes on the following basis: An employe with less than five years may count a maximum of 10 days; an employe with five but less than 10 years' service may count a maximum of 20 days; and an employe with 10 or more years' service with the employing carrier may count a maximum of 30 days.

Service in Armed Forces

Time spent in the armed forces of the U. S. will be credited as qualifying service to determine the length of vacation an employe is eligible for on his return to the carrier's service, provided the employe performed compensated service in each of four months—not necessarily consecutively—prior to becoming a member of the armed forces.

An employe will be granted a paid vacation in the year he returns to service with the carrier if he returns on or before September 1 of that year. To determine the vacation period for these employes for the year following their return to service with the carrier, time spent in the armed forces shall be counted as days of compensated service and shall be combined with the days on which compensated service was rendered to the carrier.

Holidays Falling On Vacation Dates

When any of the recognized holidays, or any days which, by agreement, have been substituted for any of the regularly recognized holidays, occur during an employe's vacation period, the following shall apply:

- If the holiday falls on a work day of the employe's regular assignment, or on a work day of the position on which the employe last worked before the holiday—in the

case of an employe not having a regular assignment—then:

(1) If such assignment or position is not regularly assigned to work on the holiday, the holiday shall not be considered as a vacation day of the period for which the employe is entitled to vacation. Such vacation period shall be extended accordingly, and the employe shall be entitled to his holiday pay for such day.

(2) If such assignment or position is regularly assigned to work on the holiday, the holiday shall be considered as a vacation day of the period for which the employe is entitled to vacation. And the employe shall be entitled to a straight time day's pay plus pay at the rate of time-and-one-half for time the position is assigned to work on such holiday.

If a holiday falls on the rest day of an employe's regular assignment or on a rest day of the position on which the employe last worked before the holiday—in the case of an employe not having a regular assignment—the holiday shall not be considered as a vacation day of the period for which the employe is entitled to vacation. In these instances the employe shall receive holiday pay for such days.

The proposed agreement states that vacation date schedules will be adhered to insofar as practical, but it provides that management shall have the right to defer vacations if the affected employes are given notice, in writing, of not less than 10 working days. If it becomes necessary to advance the schedule vacation date, the carrier must give the affected employe at least 30 days written notice.

If a vacation date is deferred or advanced, a new vacation date shall be established by agreement between the carrier and organization at the time of the change and the new date is not subject to cancellation after the affected employe is notified. If the required notice is not given, the employe will be entitled to work during the scheduled vacation period and shall be compensated at the rate of time-and-one-half in addition to his regular vacation pay.

If a carrier fails to release an employe for a vacation during the calendar year, the employe shall be compensated at the rate of time-and-one-half in addition to his regular pay for the number of vacation days to which he is entitled.

When employes are furloughed, they shall at the time of furlough be granted full pay for vacations earned in previous years and not already granted. The proposed Agreement also provides that employes whose employment status is terminated for any reason (other than non-compliance with a union shop agreement) shall at the time of termination receive all vacation pay earned up to the time he leaves. This would include vacation pay earned in the preceding year and the succeeding year.

While the intention of the proposed Agreement is that the vacation period will be continuous, the vacation may, at the request of an employe, be taken in installments if management and the organization agree thereto.

Holidays

The following is a summary of proposed revisions affecting holidays:

• Beginning Nov. 1, 1959, hourly and daily rated employes would receive 8 hours' pay at the pro rata rate for the following holidays: New Year's Day, Washington's birthday; Good Friday; Decoration Day; Fourth of July; Labor Day; Veterans Day; Thanksgiving Day; and Christmas. This would be an addition of two days to the present days observed.

This rule would not disturb rules or practices in effect where other days are observed in place of any of the above named days.

• Monthly rates would be adjusted by adding the equivalent of 16 pro rata hours to the present annual rate.

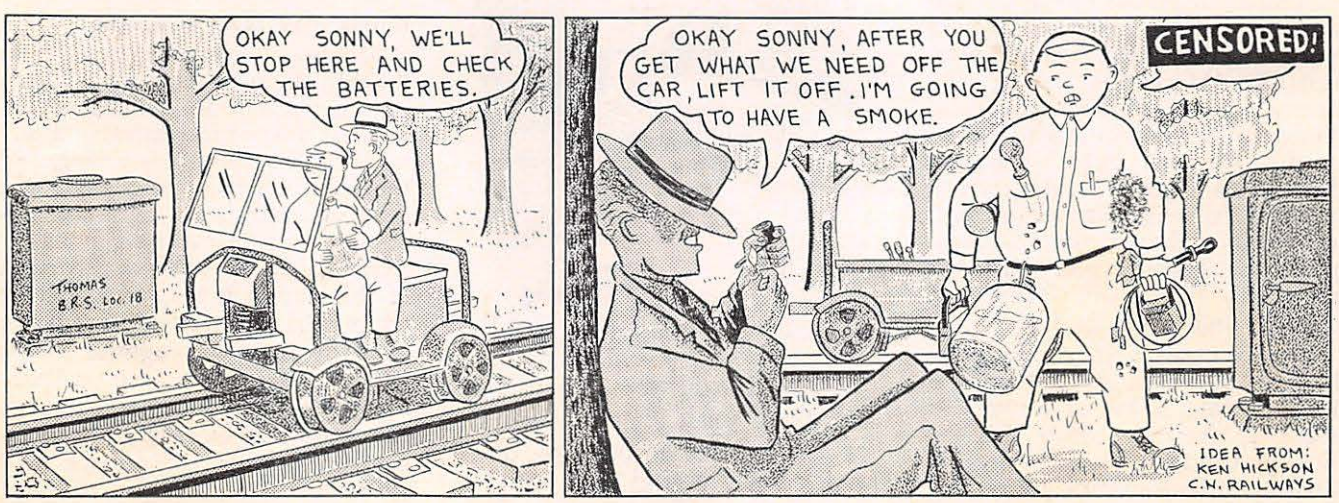
• An employe would qualify for holiday pay if he performed compensated service in the pay period in which the holiday occurs or the next preceding pay period (any of the three next preceding pay periods where they are weekly and either of the two next preceding pay periods where they are 10 days) unless:

(1) The employe has resigned, retired, died or been discharged before the holiday, or

(2) He was assigned to work on the work day of his work week immediately preceding or following the holiday and he fails to report for work on such day without good cause.

"Good cause" would include sickness, injury, disability, vacation, leave of absence, excused absence, or any other reasonable cause.

SIGNALMAN'S LAMENT **By THOMAS**


OKAY SONNY, WE'LL STOP HERE AND CHECK THE BATTERIES.
THOMAS B.R.S. Loc. 18
OKAY SONNY, AFTER YOU GET WHAT WE NEED OFF THE CAR, LIFT IT OFF. I'M GOING TO HAVE A SMOKE.
CENSORED!
IDEA FROM: KEN HICKSON C.N. RAILWAYS

YOUR WASHINGTON Reporter

By ALBERT H. JENKINS

MUCH CAN HAPPEN before these lines appear in print, but so far Congress has presented a surprising spectacle. The Democratic sweep in last year's elections for the Senate and House had been expected to result in a flood of liberal legislation, but nothing like that has occurred. On the contrary, little such legislation has been passed so far and, in the case of the few appropriation bills acted upon up to now, Congress has given the Administration even less money than it asked.

Among the reasons for this situation, the following have been emphasized:

Not all the Democrats elected in the sweep were liberals. Some conservatives jumped on the Democratic bandwagon and rode it into Congress.

Second, liberal legislation—such as human welfare and natural resource development programs—costs money, and President Eisenhower has been waving a veto threat against any program which requires more government spending, with the sole exception of foreign aid. So far, Congress has hesitated to meet that veto threat head-on.

Coalition Revived

Third, the results of the election scared the reactionaries of both parties and reunited the old Northern Republican-Southern Democrat coalition in the Senate and House. That combine had partly split on the "civil rights" issue, but has gotten together again enough to throw its weight around on such measures as labor legislation, unemployment benefits and bills opposed by the Power Trust and other "predatory interests."

However, there still is reason to be hopeful about the results of the last election. A lot of water will run over the dam before this session of Congress closes. The real liberals, of both parties, are getting "hot under the collar" and face the showdown battles with grim determination.

U.S. in Three-way Race with Russia

Uncle Sam is running three races with Russia, Defense Secretary Neil H. McElroy recently pointed out in a talk to a gathering of the American Newspaper Publishers Association. He said these races are:

First, the contest for military superiority. McElroy went into details to show that, in the opinion of the top war authorities—the Joint Chiefs of Staff—the U.S. is still far stronger than the Soviet Union in this field, despite alarmist stories to the contrary.

Second, "the competition for the minds of men." McElroy said this is "the most important," and that "all else is subsidiary to this battle." In other words, to win and hold the allegiance of other peoples, Americans must maintain their liberties as a shining example for the rest of the world.

"Sorry—If you were 20 years old, along with your 20 years of experience in our line of work, we would hire you!"

Third, "economic competition." McElroy said "the Soviet Union boasts that, by 1970, she will advance to first place in volume of production and per capita production." That boast is partly propaganda, he said, but Americans should not be "complacent" about it. "We can no more afford to lose the economic race with Communism than to fall behind militarily. One of the major influences in attracting the mind of man to one system of government as opposed to another is economic growth."

So far as the military part of the picture is concerned, the defense chief's remarks boil down to this:

The stories saying the U.S. is falling behind Russia deal with only one kind of weapon—long-range "intercontinental ballistic missiles" or "ICBMs." But, to judge the relative strength as a whole, many other factors must be considered. Among them McElroy listed the following:

Uncle Sam's powerful allies, whose military strength is added to ours. Even without counting those allies, however, McElroy said, the United States alone "has today the strongest air striking force in the world, composed of the largest heavy and medium bomber forces, backed up by mobile carrier-based attack aircraft and fighter bombers stationed in many strategic places around the world."

On top of all that, McElroy said, "next year a number of atomic submarines will be carrying deadly Polaris missiles. The United States has a considerable lead in this highly important weapons system."

The defense chief went on to describe Uncle Sam's superior strength in "intermediate range" atomic and hydrogen missiles and in "bases from which to deliver them on targets." He also pointed out U.S. superiority in some other modern weapons.

Russia May Lead in ICBMs

McElroy acknowledged that "within the next few years" Russia may get ahead in the highly important field of the ICBMs. "But," he said, "I believe it is wrong, and the Joint Chiefs of Staff believe it is wrong, to insist on being numerically greater in every weapons delivery system. The military strength of this nation is best measured by adding the sum total of its separate strengths in to a composite whole. When this is done, our military leaders believe our total strength is adequate to discourage Communist military attack on the free world."

Tax Loopholes Cost U.S. Treasury Millions

Senator Joseph S. Clark (Dem.-Pa.) recently told the Senate that, if Congress would close even a few of the major loopholes in the Federal income tax law, the U.S. Treasury would get so much more money that President Eisenhower could balance his budget without cutting down on government services essential to the people's welfare.

The present tax law, Clark said, "is based on hypocrisy." It pretends to put high tax rates on the rich, but provides them with so many loopholes that the tax burden is shifted more and more to wage and salary earners, who have to pay in full because their income taxes are "deducted" from their pay.

Clark called the Senate's attention to two articles—one in the Reporter magazine and the other in the Wall Street Journal—describing numerous loopholes for the wealthy, and warning that this situation is having a demoralizing effect on the American people.

"The quirks of tax morality," the Reporter article said, "would be more amusing but for the fact that taxes of all sorts now take a quarter of the gross national product, and are a palpable burden on every citizen. Resentment at the inequities of the tax burden and contempt for the hypocrisy of the tax laws have become a serious national issue."

The article in the Wall Street paper summed up the results of interviews with "tax lawyers, tax accountants and taxpayers" in 15 major cities, and then said:

"Growing numbers of Americans are turning into tax cheats . . . with the aid of shady tax advisers," because of resentment against high taxes and the unfair distribution of the burden.

Surely this situation calls for prompt action by Congress, but every time it has revised the tax law so far, it has put in new loopholes instead of plugging old ones.

Canada's Premier Blasts Provincial Head For Tactics Against Strikers

(PAI)—CANADA'S TOP POLITICAL figure, Prime Minister John Diefenbaker, has sharply rebuked Joseph Smallwood, Premier of the Province of Newfoundland, for his intervention in the violence-studded strike of Newfoundland loggers, members of the International Woodworkers of America.

Diefenbaker accused Smallwood, who has "outlawed" the striking union in favor of a company-supported union, of "greatly aggravating" the situation which has been marked by bitter recriminations and violence.

Diefenbaker's criticism of Smallwood's interference in the labor-management dispute is likely to become the center of sharp debate over Canadian Federal and Provincial relations.

Already the strike has resulted in the resignation of Commissioner L. H. Nicholson, head of the Royal Canadian Mounted Police who was angered because he was not permitted to send in more police. One policeman died of injuries he suffered when police sought to break up striking pickets protesting against the protection afforded strike-breakers.

The bitter struggle which is still far from over began with a strike of more than 1,000 IWA members now being paid $1.05 an hour for a 60-hour week and miserable living conditions. A conciliation board had recommended $1.29 an hour with a 54-hour week—a recommendation that the Newfoundland lumber companies rejected.

From the first, Newfoundland Premier Smallwood showed himself violently opposed to the strikers, declaring in effect that there was no room on the island for both the IAW and the Newfoundland government.

At Smallwood's request the Provincial House of Assembly has adopted a union-busting law under which the IWA would be "decertified" despite the fact that it has already been recognized by law. The Teamsters also would be decertified under the law.

IWA officers are fighting back, declaring: "We shall defy Smallwood and his Assembly. To fail to do so would be to break faith with the trade union movement and our own loggers who have stood so magnificently together."

Although newspaper charges of violence have been made against the loggers, IWA strikers have reported brutal repression by the Newfoundland constabulary and the Royal Canadian Mounted Police.

One eyewitness reported that a column of 66 policemen, three abreast, "waded into a throng of striking loggers, clubbed two of them unconscious, flattened dozens more while wives and children screamed for them to stop."

William Carter Named Sales Manager of Exide's Pittsburgh Branch

WILLIAM E. CARTER has been named branch sales manager in the Pittsburgh area for Exide Industrial Division of The Electric Storage Battery Company.

He succeeds Robert L. Kegg who resigned to establish his own business.

Carter, who has been with the Philadelphia company for nearly 10 years, takes over sales and service of industrial batteries and related equipment in a territory which covers western Pennsylvania, West Virginia and several counties in Kentucky, Maryland, Ohio and Virginia.

First joining Exide as a service engineer, Carter served for 3½ years in a branch at Kansas City. In 1953, he transferred to the Pittsburgh branch as a sales-service engineer and took charge of a number of Exide's national accounts.

Carter is a graduate of the University of Kansas with a degree in electrical engineering.

Definitions

A diplomat: A man who can convince his wife she wants an umbrella when she asks him for a fur coat.

Imagination: That which makes you think you're having a wonderful time when you're only spending money.

Girdle: A device to keep an unfortunate situation from spreading.

University. A mental reservation.

Average American: A person who isn't afraid to bawl out the President, but is always polite to a policeman.

An expert: One who can complicate anything that is simple.

Adjustment Board Award

Brotherhood Upheld in Discipline Case

IN AWARD NO. 8807, the National Railroad Adjustment Board said the Missouri Pacific Railroad's action in dismissing an employe involved in a track motorcar accident was too severe. The Board said a 60-day suspension would have been the most severe discipline that would have been justified.

Therefore, compensation was allowed for all time lost in excess of 60 days until the claimant died—approximately one year after suspension. The Award is reprinted below.

STATEMENT OF CLAIM: Claim of the General Committee on the Missouri Pacific Railroad Company that:

(a) The action taken by the Carrier in dismissing W. S. Mitchell, Signal Foreman, from the service of the carrier following an investigation in connection with an accident involving motorcar operated by Mitchell and an automobile at the 11th Ave. Crossing in Nebraska City, Nebraska, on July 25, 1956, was unwarranted, unjust, and an abuse of its discretion.

(b) The Carrier now restore W. S. Mitchell to his former position, with all rights unimpaired, and compensate him for all time lost, beginning from the time he was taken out of service pending investigation, and clear this charge from his personal service record.

OPINION OF BOARD: Following investigation held on August 3, 1956, Signal Foreman Mitchell was given written notice that he was dismissed from service due to violation of Maintenance of Way Rule 145-(a) resulting in collision between a motorcar operated by claimant and an automobile driven by an outside person, L. E. Reed. The dismissal decision was issued on August 9, 1956. On August 14, 1956, General Chairman Shaver appealed this decision to G. M. Holzmann, Assistant General Manager, contending that violation of the subject rule had not been shown at the investigation. On August 20, 1956 the Assistant General Manager denied the appeal. On September 4, 1956 the General Chairman appealed the matter to the Carrier's highest designated appeals official, Chief Personnel Officer T. Short. The General Chairman again asserted that the charged violation of M of W Rule 145-(a) was not shown, but also raised for the first time the contention that Carrier had failed to comply with Agreement Rule 26(d) because it did not send a copy of the dismissal decision to the claimant's representative who assisted him at the investigation (said representative being Local Chairman J. H. Craig). This procedural question is urged before this Board, as well as the merits of the case. In executive session with the Referee, Carrier Members urged still another procedural point, to-wit: that the Organization failed to comply with the requirement of giving timely written notification to the Carrier officer who made the dismissal decision that said decision was being appealed. It is urged that since no such written notification was in fact given at any time, the case was closed before it reached this Board.

With respect to the latter procedural question, the only basis for contending that the involved notice was not given is that there is no specific indication in the record that any such notice was transmitted to the appropriate Carrier officer. We do not *know* that it was not given, however. The Carrier does not contend that the proper procedure was not followed by the Organization. We are not entitled to assume it was not given. We therefore reject this contention without passing upon the question concerning whether lack of the subject notice would have been fatal to the claim.

Agreement Rule 26(d), which Carrier is charged with having violated, provides:

> "Decision to the employe, with copy thereof to representative who assisted him at the investigation, will be rendered in writing within ten days after completion of investigation."

The decision was issued in writing to claimant on the sixth day following completion of the investigation. It is established that a copy of the decision was not sent to Local Chairman Craig at that time. Carrier states said copy was transmitted to the Local Chairman when the "oversight" was brought to its attention, although Management does not contend this transmittal was made within ten days after completion of the investigation. Organization responds the Local Chairman has never received copy of the decision. Petitioner contends the subject rule was placed in the Agreement in order that the representative could properly protect the employe against a miscarriage of justice, that this is an important procedural requirement, and that Carrier's violation thereof had an adverse effect upon the handling of this case in behalf of the claimant.

We agree with Petitioner's view of the purpose of the subject rule, but we cannot see that Carrier's failure to comply therewith had an adverse effect upon the Organization's handling of the case, or that such failure was otherwise prejudicial to the claimant. The General Chairman who contended at the final appeal stage on the property that Carrier's failure had adversely affected the Organization's handling of the case was the same employe representative who made the initial appeal to the Assistant General Manager five days after the decision was issued. This first appeal did not allege that lack of notice from the Carrier had an adverse effect upon preparation of the appeal. Moreover, this appeal as presented in writing disclosed full knowledge of the dismissal decision, cited the operating rule claimed to have been violated, and discussed in detail the testimony offered at the investigation. We hold to the general view that procedural requirements of the Agreement are to be complied with, but we are unable to say that Carrier's

Correction

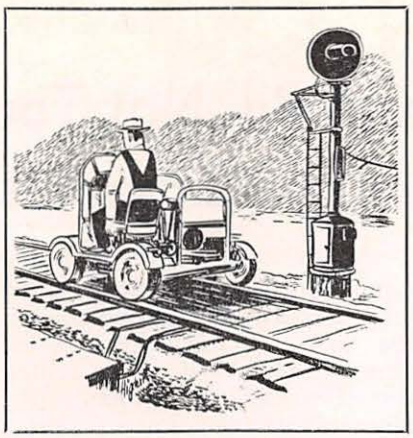
The May issue of the *Journal* carried an article which stated that 32 people were killed in 1956-57 in yards and terminals of the Pennsylvania Railroad's Philadelphia region. This should have read: "3 people were killed in 1956 and 2 were killed in 1957."

failure in the subject regard was a fatal error which justifies setting aside the discipline imposed.

Maintenance of Way Rule 145-(a), which is contained in the section of rules captioned "Operation of Track Cars," reads in pertinent part as follows:

> "Crossing Highways. Highway traffic at grade crossings must be given preference. Approach all crossings prepared to stop and if necessary, stop car, flag highway traffic and push car over crossing."

On July 25, 1956 Claimant Mitchell was operating a track motorcar going west, following train 193 and leaving Nebraska City, Nebraska. Signal Helper J. B. Shields was on the motorcar maintaining a rear lookout as prescribed by the claimant. The motorcar was moving between 8 and 10 miles per hour but claimant reduced speed to 4 to 6 miles per hour "prepared to stop" as the car approached the 11th Avenue crossing, according to his testimony. He stated that 75 or 100 feet from the crossing he made a slight application of the brakes and kept his hand on the brake with the brake shoes touching the wheel. As the car reached the edge of the crossing, Claimant observed an automobile about 100 feet away approaching from the north. He applied brakes full and came to a stop 5'4" beyond the edge of the crossing and into the highway. Claimant states he remained still, expecting the automobile to pass in front of him, but instead the auto driver "turned his car towards me, slid and hit me." Signal Helper Shields did not see the auto until after the motorcar had stopped and claimant yelled. The Signal Helper was thrown from the motorcar and injured to some extent. Damage was done both to the motorcar and to Reed's automobile. Eleventh Avenue at this point is a gravel road 16 or 17 feet wide. A hedge and two trees are on the right of way, 25 to 30 feet from the track, but claimant testified he could not say they obstructed his view of the automobile. Asked why he did not get off the motorcar and attempt to flag the automobile, claimant stated that since he assumed the auto was going to pass in front of the motorcar he saw no reason to flag the other driver because there was no reason for him to stop. The facts surrounding the accident arise solely out of the testimony of claimant and Signal Helper Shields. There is no conflict in the statements of these two men. The Signal



Helper testified that claimant approached the subject crossing prepared to stop, as stated in MW Rule 145-(a). Mr. Reed, driver of the automobile, was not called to testify.

It is apparent that when claimant brought the motorcar to a stop there was sufficient room left on the highway for the automobile to pass. The explanation of the slide of the auto into the motorcar is not known. It is Carrier's position, however, that regardless of whether Mr. Reed was a cautious or careless driver, the accident would not have occurred had claimant stopped his motorcar at the edge of the crossing, thereby giving the auto preference over the full crossing, instead of only part of it. Carrier contends Rule 145-(a) required that claimant stop before occupying any portion of the crossing. The aggrieved insists he did give preference as required by the rule. Organization also asserts the employes generally had not been advised by the Carrier that it interpreted Rule 145-(a) to have the meaning now urged by Management.

In determining the degree of penalty to be imposed, Carrier states it took into consideration that on two prior occasions claimant had been involved in motorcar accidents. The first of these was a collision with Yard Engine 9736 in June 1949; the second involved collision with Engine 9133 at Mile Post 287-5 in May 1953. (Claimant's service began in September 1945.) During the progressing of the present claim on the property, Carrier stated without contradiction that claimant had acknowledged violation of the rules in the two previous instances "and made promises that he would observe the rules in the future and exercise the greatest of care." There is no indication in the record that claimant was disciplined as a result of either of the two prior accidents, or for any other occurrence during his service of approximately eleven years.

We are of the opinion claimant could have exercised greater caution in his handling of the motorcar at the time in question. In the light of his description of the crossing location, including the obstacles existing on the right-of-way, it is logical to conclude he could have seen the approaching automobile before he was at the edge of the crossing, and therefore could have stopped before entering on the crossing. On the other hand, Rule 145-(a) does not clearly state that clearance of the entire crossing must be accorded highway traffic. The Carrier contends that since the rule does not specify preference over part of the crossing, it is to be presumed that the "entire crossing" is contemplated in the rule. However, we are not dealing here with a rule that was carefully hammered out at the bargaining table, but rather with one that was unilaterally promulgated by the Carrier with the expectation that the employes would comply with it. It is to be remembered, too, that the employes generally are not skilled in semantics. Claimant left auto driver Reed adequate room to pass in front of the motorcar. We are not prepared to say that claimant violated the clear and unambiguous meaning of the rule as generally understood on the property.

It is true that the most prudent course to follow in dealing with highway traffic is to make allowance for the mistakes of others. As previously indicated, it appears claimant could have exercised greater caution, quite apart from the wording of Rule 145-(a). We think, however, that even after giving consideration to the two previous accidents cited by the Carrier, the penalty of dismissal was altogether excessive. A sixty-day suspension is the most severe discipline that would have been justified. We find, therefore, that the dismissal shall be reduced to the suspension just indicated, and compensation granted for time lost beginning sixty days after claimant was suspended pending investigation. Since we are advised that claimant suddenly died in July 1957, it follows Carrier's liability does not extend beyond the date of his demise.

AWARD: Claim sustained to the extent indicated in the above Opinion.

A PAI Roundup

Kennedy-Erwin Bill Not Tough Enough: Eisenhower Urges Extremist Provisions

PRESIDENT EISENHOWER has lent his voice and influence to the support of the anti-labor extremist seeking to tie the hands of the trade unions.

He told a recent press conference that the Kennedy-Erwin bill, which passed the Senate by a vote of 90 to 1, was not sufficiently tough. He urged the House to write in these four additions:

• **The original McClellan "bill of rights."** This passed the Senate by a one-vote margin. Then members realized that it meant chaos in labor-management relations, weakening the union structure to such a point that control of the union by irresponsible elements was made easier.

The Republican leadership in the Senate, plus all the Democrats except Lausche of Ohio, favored revising the section to remove some of its more extreme parts.

• **Sharper restrictions on picketing.** This proposal was rejected by the Senate by 59 to 30 after lengthy debate. A compromise amendment was passed which limits picketing where an employer has recognized another union or for nine months after a union has lost an election. The Kennedy-Erwin bill also provides for severe penalties against "shakedown" picketing.

• **Stronger action against secondary boycott.** The Kennedy-Erwin bill actually bans "hot cargo" clauses. Those clauses in labor-management contracts, provide that management will not handle struck work.

When the Senate debated a stronger anti-boycott amendment, as proposed by McClellan, Senator John F. Kennedy (Dem.-Mass.) pointed out that laws already on the books take care of these cases.

• **End of no-man's land in labor-management relations.** Organized labor also favors ending the no-man's land. However, the Administration would solve the problem by letting state courts or agencies assert jurisdiction under state laws, many of which are extremely anti-union. The Kennedy-Erwin bill would permit state agencies to assume jurisdiction in no-man's land cases only if it is "governed solely by Federal law."

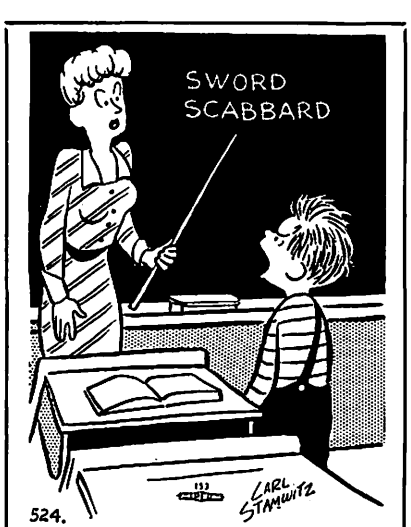
Meanwhile, a House Labor Subcommittee is holding hearings on labor legislation. Expectation is that there will be a fight in the House over the bill. Graham Barden (Dem.-N.C.), Chairman of the House Labor Committee favors a more labor-restrictive measure than passed by the Senate, but the majority of the Committee is expected to favor something along the lines of the Kennedy-Erwin bill.

Main Provisions of Kennedy Bill as Passed by the Senate

Following are the highlights of the Kennedy-Erwin bills as passed by the Senate:

• **Bill of Rights of Members of Labor Organizations.** Guarantees members equal rights . . . freedom of speech and assembly . . . secret vote on dues and initiation fees except for conventions of internationals where majority vote with not less than 30 days' notice required . . . almost no limit on right of members to sue unions after internal union procedures are exhausted (within six months).

• **Reporting by Labor Organizations.** Requires detailed report by unions to membership and the Secretary of Labor on basic union documents, assets, liabilities, salaries, loans in excess of $250, payment to employers or middlemen. Prohibits loans to union officials of more than $1,500.



"A scabbard?...A scabbard?.. Why, that must be a fink who herds scabs!"

• **Trusteeships.** This section of the bill provides that reports on trusteeships must be filed with the Secretary of Labor . . . Gives Secretary power to investigate on written complaint of member . . . Provides that a trusteeship would automatically expire after 12 months "unless clear and convincing proof" is shown why it should be continued.

• **Elections.** National and international unions must elect officers at least once in five years, local unions once in three years, intermediate bodies once in four years . . . secret ballot . . . no dues or assessments to promote candidates . . . No person can be a union officer if he has been convicted of a listed number of crimes within the preceding five years.

• **Code of Ethical Practices.** Under the Senate bill a committee consisting of 15 members would be set up to advise the Secretary of Labor on an adequate code of ethics to be followed by unions and employers. The Secretary would name the committee. Five members would be from employer groups and five from unions.

• **Amendments to Labor-Management Relations Act of 1947.** This amendment narrows no-man's land in labor-management relations . . . prehiring agreements in building and construction trade would be permitted . . . authorizes pre-election hearings . . . gives ballots to economic strikers . . . limits picketing where an employer has recognized another union, or for nine months after a union has lost an election.

AFL-CIO Opposes Senate Bill in Present Form

After thoroughly studying the Senate-passed labor reform bill, the AFL-CIO Executive Council said it "will not support the Senate reform bill because it jeopardizes the liberties of all honest unionists."

In its statement, the 29 member body added that the AFL-CIO will continue its fight against corruption and racketeering. "We will wage a battle in the House of Representatives to secure proper legislation which would aid the labor movement in its fight," the report said.

The Role of Air-Depolarized Primary Batteries in Signaling Service

(This is the second in a series of articles on apparatus used in railway signaling which will appear in the **Journal.** The articles are prepared by the manufacturer of the equipment described in each issue. This article covers the role of air-depolarized primary batteries in signaling service and was prepared by **E. T. Anderson,** Railroad Products Technical Service Manager, National Carbon Company, Division of Union Carbide & Carbon Corporation.)

USING THE OXYGEN IN AIR to depolarize primary batteries was a dream of electrochemists for years, and considerable research and development work went into the search for an operable cell. Many ingenious designs were tested, but it has been only comparatively recently that the electrochemical utilization of oxygen reached the levels of efficiency demanded for practical operation.

Out of its own extensive development program, National Carbon Company in 1931 commercially produced its first air-depolarized box-type battery. Supplying 1.25 volts per cell, this battery was a self-contained, self-activating (with the addition of water) throw-away unit. Its block-type carbon electrode was similar to that used in most box-type air depolarized cells and signal cells produced today.

Early use of these batteries was principally confined to supplying "A" power for radios, but the use of air depolarized cells has increased considerably over the years until today they are used extensively in communications, switch lamp lighting, and other fixed signal and marker lights, to name but a few of their applications.

Keeps Pace With Signaling Progress

The air-depolarized primary battery, whose 1.25 volts is approximately twice that of a copper oxide cell and with higher permissible drain, proved "a natural" to keep abreast of the progress and improvements in railway signaling. In 1946, National Carbon Company made available to the railroads the AC-500 cell with caustic soda, and this reliable battery has given very satisfastory service in its recommended applications. It could not be classified as a general purpose cell, and was limited to use in warmer climates because at solution temperatures lower than 35 degrees F. the higher drains such as encountered in semaphore operation caused erosion of the carbon electrodes. At lower drains, it proved satisfactory at solution temperatures normally encountered.

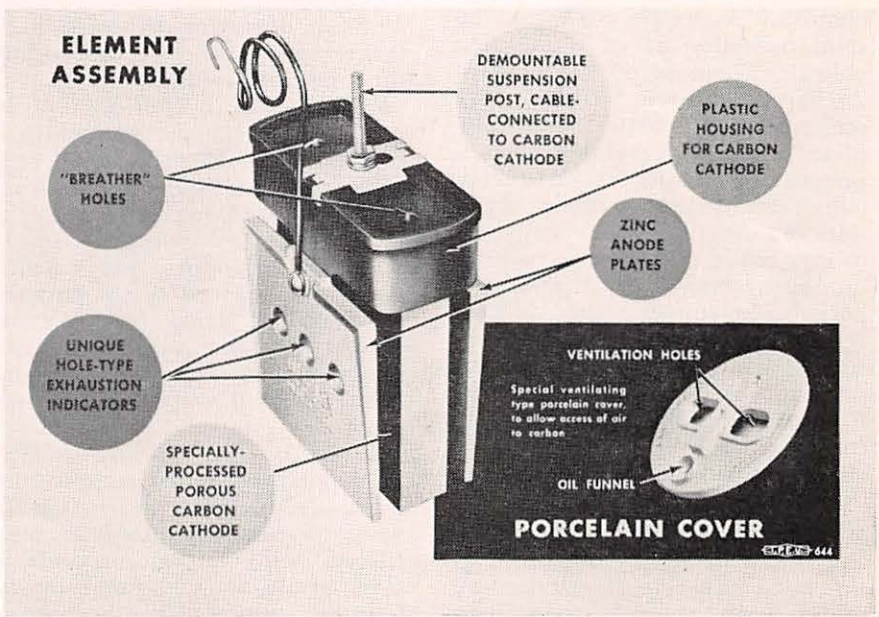
Development work continued on improving the carbon block cathode to permit higher drains at all solution temperatures. Attention turned for a time to a carbon grid design with a caustic potash electrolyte, introduced in 1952 (CG-500, CG-750). Further refinements of the carbon block cathode, however, provided the sought-after drain-temperature characteristics. Also, its simplified design made possible manufacturing economies that were reflected as savings to the railroads.

Improved Carbon Block Cathode Solved Problem

The improved carbon block cathode was used in the AC-750 (750 ampere-hours) cell, made available to the railroads in May, 1957. Soon after came the AC-500 cell, also with caustic potash that permits operation at much lower temperatures than is possible with the caustic soda used in copper oxide cells. The carbon block cathode in these cells can sustain the same higher permissible current drain of the carbon grid electrode, and has greater resistance to electrolyte wetting. Thousands of these cells have been sold, and many have been in service long enough to have delivered their rated ampere-hour capacity and have been replaced with the same type of cell. So far, some 30 railroads have either approved and are using these cells, or are in the process of evaluating them in test installations. All cells have performed satisfactorily, except for those in one installation in which non-ventilating covers were inadvertently used.

Air-Depolarized Cells Must Breathe

As their name implies, air-depolarized cells must breathe. Both copper oxide and air-depolarized primary batteries, as a matter of fact, require oxygen as the depolarizer. In the former, oxygen is supplied by the copper oxide plates. In the air-depolarized battery, oxygen is selectively adsorbed from the atmosphere by the carbon electrode and transferred in useful form to the working faces of the cells. A special ventilated cover is required to allow access of air to the outer surface of the carbon. A National Carbon Company cover of this type is shown in Figures 1 and 2. Most battery housings now in service permit sufficient air to enter for proper performance, and no special ventilation is needed.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VENTILATION HOLES
Special ventilating type porcelain cover, to allow access of air to carbon
SPECIALLY-PROCESSED POROUS CARBON CATHODE
OIL FUNNEL
PORCELAIN COVER

Fig. 1

Characteristics Compared

The characteristics of copper oxide and air-depolarized cells are not the same. The copper oxide cell has a rather high voltage-temperature coefficient, and except for extremely high-amperage cells, is not generally recommended for higher drain applications at solution temperatures below 25 degrees F. National Carbon Company's air-depolarized cells with caustic potash will operate at temperatures as low as 20 degrees below zero F.

The longer a copper oxide cell is in active service, the more its voltage drops as the result of an increase in the cell's internal resistance. In the air-depolarized cell, however, the change in the internal resistance or impedance is very low and the drop in voltage is therefore considerably less than that of copper oxide cells. This ability of the air-depolarized cell to maintain a more uniform voltage is one of its highly desirable characteristics.

Hydrogen over-voltage, commonly referred to as "gas voltage," develops in conventional copper oxide cells, requiring time-consuming adjustment following installation. These adjustments are unnecessary with air-depolarized cells because no such voltage is developed. This feature, together with the uniform voltage characteristic of air-depolarized signal cells, results in longer lamp life, fewer burnouts, and better light emission over the entire life of the battery, and particularly during the latter part.

Always Ready For Instant Operation

Regardless of how long an air-depolarized cell has been on open circuit, it is always ready for instant operation at its usual high voltage. There is no open-circuit discharge to cause wasteful dissipation of useful battery life. Complete absence of soluble metals, present in copper oxide plates, eliminates the precipation of metal salts on the zinc plates found in copper oxide cells that have been on open circuit for prolonged periods. In copper oxide cells, it is necessary to prevent this condition by continuous slight drain to prevent high-resistance deposits from forming on zinc plates, or corrected after standing in open circuit by periodic short-circuiting.

The ampere-hour reserve of an air-depolarized battery in standby service can be simply calculated as the rated capacity of the battery minus any ampere-hours consumed during emergencies. There is never any doubt, as might arise in the case of storage batteries, as to age and charge condition; or in the case of copper oxide batteries, as to open circuit discharge, the effect of deposits on the zinc plates, or the current consumed in preventing or removing high-resistance deposits.

Fig. 2

Twice the Voltage, Half the Cells

The voltage of an air-depolarized signal cell is 1.25 volts, or approximately twice the 0.65 volts of the conventional copper oxide cell. This means that only about half as many air-depolarized cells per series bank are required to give the same voltage and ampere hour capacity as would be needed with copper oxide cells. For nominal 10.0-volt operating batteries, 8 or 9 air-depolarized cells (depending on conditions) will replace 16 copper oxide cells in a series bank. In track batteries, a straight multiple connection of air-depolarized cells replaces a multiple-series hook-up of 2 copper oxide cells in series necessitated by voltage requirements. In all applications in which the drain per cell is comparable, one air-depolarized cell will replace two copper oxide cells, with better voltage characteristics and the same total ampere hour capacity.

Both the AC-500 and AC-750 air-depolarized signal cells feature a simple, rugged construction in which a specially processed ventilated, solid carbon electrode is held firmly in a durable plastic housing, supported on the bottom and both sides by a metal band. The cast amalgamated zinc plates are held in proper position in the element assembly in the usual manner. For more efficient use of the zinc, as well as better exhaustion indication, the plates are relatively thick at the top and thin at the bottom, with the exhaustion indicators located just above the center of the plates.

Service Information

A complete air-depolarized cell is made up of the following:

1. Factory-assembled element consisting of carbon cathode assembly, zinc plates, and insulated negative terminal wire.
2. One or two cans of caustic potash.
3. Bottle of special battery oil.
4. Heat-resisting glass jar.
5. Special ventilated cover.
6. Set of nuts and washers.

A complete renewal consists of:

1. Assembled element.
2. One or two cans of caustic potash.
3. Bottle of special battery oil.

The element assembly and special ventilated cover are shown in Figure 1. A completely assembled cell is shown in Figure 2.

Instructions for setting up, renewing, and maintaining air-depolarized signal cells are basically the same as for copper oxide cells. For optimum battery service and life it is suggested that manufacturers' instructions be closely followed.

As mentioned previously, battery housings should be ventilated to allow air to get to the carbon electrode in order for the cells to depolarize. Inasmuch as housings are usually ventilated to dissipate dampness, most of them will meet this requirement and will not need special ventilation.

Air-depolarized elements should never be lowered or raised through the oil layer on top of the solution because oil absorbed by the carbon electrode will shorten its useful life or damage it permanently. The carbon also will be permanently damaged if an ammeter is connected across the terminals of an air-depolarized cell, or if it is otherwise short circuited. Top of carbon should be free of any foreign material at all times, and should be protected from dripping water or condensed moisture. This is essential for the carbon to breathe and allow oxygen from the air to get to the working faces of the carbon electrode.

"Eveready" air-depolarized signal cell types AC-500 and AC-750

with caustic potash electrolyte have relatively high permissible maximum intermittent and continuous discharge rates, as shown in Tables I and II. These permissible drains at 27 degrees F. are more than twice those for A.A.R. Class 3 cells, and three times higher than recommended drains for A.A.R. Class 2 copper oxide cells, which are widely used today in railway signaling.

The discharge rates shown in Tables I and II are at various constant solution temperatures over the current range, and to a minimum of 0.9 volts per cell. This, of course, represents the worst possible operating condition and one that rarely, if ever, exists. Higher drains than those shown in these tables are permissible if less than 0.9 volts per cell is practical, or for fluctuating temperatures above the constant values and at the same minimum voltage. Since permissible current drains for all primary batteries depend upon solution temperature as well as voltage requirements and degree of cell exhaustion, all batteries should be protected against extreme low temperatures for optimum performance.

TABLE I

Maximum amperes—intermittent* discharge per cell at various constant solution temperatures up to full rated capacity. (At 0.9 minimum volts)

Degrees F.	−25	0	20	25	40	50	60	70
Intermittent Amperes	1.6	2.5	2.8	3.0	3.1	3.2	3.2	3.3

*for duration of 30 seconds, applied every 30 minutes, with intermediate drains of 0.05 amperes

TABLE II

Maximum amperes—continuous discharge per cell at various constant solution temperatures to full rated capacity. (At 0.9 minimum volts)

Degrees F.	0	20	25	30	40	50	60	70
Continuous Amperes	1.0	1.6	2.0	2.2	2.5	2.6	2.8	3.0

Longer Life

The AC-750 air-depolarized signal cell is rated at 750 ampere hours, and has a recommended service life of 3 years. This cell, which has approximately three times the watt-hour capacity (volts times ampere hours) of the standard voltage 500 ampere-hour copper oxide signal cell, fits into the same jars for easy, inexpensive conversion. With twice the voltage and 50 percent more life than conventional copper oxide cells, up to 67 percent fewer AC-750 cells are required for an equivalent watt-hour capacity. In using the AC-750 in place of 500 ampere-hour copper oxide cells over a given period, only one-third as many AC-750 cells will be required. Consequently, there are only one-third the number of cells to set up, maintain, and renew, and one-third the amount of water to haul. In addition, there are no exhausted elements to process and return.

The AC-500 cell rated at 500 ampere hours, with a recommended 2-year service life, has twice the watt-hour capacity of 500 ampere-hour copper oxide cells and only one-half as many of these cells will be used in a given period. Inasmuch as the AC-500 and the AC-750 cells are general purpose cells, both can be used in nearly all applications where copper oxide cells are used.

The characteristics of the carbon electrodes in AC-500 and AC-750 cells allows them to take the small intermittent charges normally encountered in a-c primary battery systems. With the rectifier adjusted so that an average of 10 milliamperes is drained from the battery, a slight charge during periods of high or peak line voltage will have no harmful effect on the cells. In most cases, the solution will change to the color of red wine. This is normal, and will not interfere with the visability of the exhaustion indicator panels.

As is the case with copper oxide cells, air-depolarized cells are provided with reliable visual exhaustion indicator panels on the outside zinc plates of each element. The shape, position, and indications of these panels will vary with type and manufacture of cells, and manufacturers' instructions should be followed regarding their interpretation.

For ready indentification, the AC-500 cell has a black lead wire, and the AC-750 a greenish-yellow lead wire. There are 9 AC-500 complete renewals packed in a standard carton weighing 64 pounds. Three AC-750 renewals are packed to a carton weighing 32 pounds.

As the leading producer of primary batteries, with more than 30 years of experience in research, development and production of air-depolarized batteries, National Carbon Company, backs its "Eveready" products with a wealth of practical know-how, and gives the railroad signaling industry the reliable power sources required for successful operation.

Westinghouse Assistant Secretary Retires

JOHN R. CONOVER, assistant secretary of Westinghouse Air Brake Company, retired May 1, after completing more than 47 years of service with the company and its Union Switch & Signal division.

Mr. Conover joined the staff of Union Switch & Signal in their New York office in 1912. At that time Union Switch & Signal was an independent company. In October 1914 he was transferred to the sales department of the Swissvale office. Four years later, in 1918, he was appointed chief clerk in the sales department.

He served in this capacity until 1946, at which time he was elected assistant secretary of the Union Switch & Signal Company. In 1949, Mr. Conover was appointed supervisor of sales and export sales.

When Union Switch & Signal became a division of Westinghouse Air Brake Company through merger in 1951, Mr. Conover was elected assistant secretary of the combined companies.

Notice

Next meeting of Local 94 will be held at the Fort Hayes Hotel, Columbus, Ohio, July 18, 1959.

C. B. BRUNO

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Wabash

DECATUR, ILL. (55). We were happy to see such a good turnout at our recent Montpelier, Ohio meeting; there were 12 members present—a substantial increase over recent meetings. It is encouraging that our members are taking more interest in the organization and its work. We urge ALL of you who live and work in this area to attend the meetings—YOUR meetings, where we meet and discuss what has taken place and what we hope to accomplish in the future. So you see, Brothers, the meetings are of interest to ALL members. The organization belongs to all of us, so let us *all* take an active part in it.

With the gangs: Waldo Throne is at Gibson City on the CTC job; Joe Sharp is at Gibson City on CTC job; E. R. Albert is at Valley City.

With the test foremen: F. A. Mackay is working in and out of Decatur, Ill.; F. G. Bartley is working at Gibson City; H. E. Martin is east of Tolono, Ill., and J. E. Bartley is at Moberly.

With the three-men gangs: K. E. Little is on the Moberly territory; C. D. Law is at High Hill, Mo.; C. V. Aiken is at Gibson City; J. D. Travis is on the Peru territory; Leo Bostick is on the Montpeier territory.

Personnel changes: T. L. Polley has bid in the Mercer Street maintenance job; F. A. Mackay has bid the test foreman's job, formerly held by V. G. Shonkwiler; F. G. Bartley has bid in the test foreman's job, formerly held by F. A. Mackay; and H. E. Martin has bid in the test foreman's job, formerly held by F. G. Bartley.

Retirement: Brother Carl Wilson recently retired from the Mercer Street maintainer's job. Brother Wilson has been very active in organization work for many years and we who are to carry on are going to miss his staunch support and sage advice. We wish him many long and happy years of retirement.

Be sure to put a big red circle around the date August 30 on your calendar. This will help to remind you of the signalmen's potluck picnic in Decatur on that date. As yet we do not have a committee to handle the room situation. However, if you who are coming to Decatur the night before and will be needing sleeping accommodations will let me know in plenty of time, I think we who live in this area can accommodate you. Let us prove to this jet age that we have not forgotten how to be friends and how to have a good time.

Brother Orlando Vroman is still off duty and ailing. Brother Russell Melvin is in the Wabash hospital but is getting along fine and expects to go home next week. We wish both of these members a speedy recovery and a chance to get back on the job. J.F.P.

Pennsylvania

WILMINGTON, DEL. (48). Local 48 held its fifth annual banquet at the Lord-de-la-Warr hotel in Wilmington on April 18, 1959, to honor its retired members.

There were 93 present, including the pensioners, members and wives, who enjoyed an excellent roast beef dinner. Entertainment included special music, group singing, prizes, and a really good magician. There was the usual round of congratulations and good wishes.

Local 48 takes this opportunity to extend its thanks to our wonderful Brotherhood, the organization that has made it possible for these men to enjoy the necessities of life after their years of active service are over. We look forward to another meeting like this next year when we can exchange greetings and fellowship together. C. A. ALBRIGHT

Frisco

FAIRLAND, OKLA. (129). Our May meeting was held in the Chisca Hotel, Memphis, Tenn. A welcome visitor was Vice President C. S. Chandler.

Retiring members J. C. Reese and J. C. Vickery were presented with their retirement gifts which were made possible through contributions from the members. Each one expressed his sincere appreciation of this thoughtfulness and generosity.

At our previous meeting, held in Tulsa, Okla., there were 18 members present. Among the various matters handled, it was voted to lower the retirement gift to $50 or the equivalent amount in a gift. This became necessary because of the smaller number now participating.

Photos taken at Local 48's annual banquet for retired members, held recently in Wilmington, Del. Table at left, standing, L to R: C. W. Collins, W. R. Archibald, John Bennett, T. R. Keithley, J. Crow, Mrs. Crow, H. A. Griffith, Mrs. Griffith, Mrs. W. S. McCabe, Mr. McCabe, Mrs. J. Harrington, H. J. Hill, Mrs. Hill, J. T. Bostwick, Jim Campbell. Among those seated at table 2 are Brother and Mrs. Raymond Gillespie.

We have several new employes and some of them have applied for membership. They will be heartily welcomed into our Brotherhood.

The drawing for the U.S. Savings Bond will be held July 11 at our meeting which will be held in Springfield, Mo. Remember the date and be sure to get your coupons back before that date.

Let's have a big turnout at the July meeting, Brothers. In fact, let's have a big turnout at every meeting. This is *your* union; *you need it and it needs you!*

G. E. COLLINS

Delaware & Hudson

ONEONTA, N. Y. (75). A party was held recently in the Rex restaurant, Oneonta, N. Y. honoring two retiring members of Local 75—Brothers George Hawke and William Kennedy.

Brother Hawke started as a helper in 1911 and advanced through the ranks to the position of maintainer. He was maintaining at Nineveh, N. Y. on the Susquehanna division of the Delaware & Hudson at the time of his retirement.

Brother Kennedy began his railroad career as a helper in 1916 and was an assistant maintainer at Cobleskill, N. Y. on the Susquehanna division when he retired.

Both were presented with semaphore signal pins, and received congratulations and best wishes of all present. They are a couple of swell guys who will be missed by a host of friends.

THEODORE M. HURWITZ

Jersey Central

NORTH PLAINFIELD, N. J. (54). The annual McAdoo Lodge picnic will *not* be held this summer. This is the decision of meetings held on all three divisions.

Last year it was held at Bushkill Park, just outside Easton, Pa., and in 1957 on the Seashore Branch. At each occasion there was a softball game between the combined Pennsylvania-Seashore and Central Divisions. It was a good time for renewing acquaintances, both old and new. Generally, families and friends of our signalmen brought basket lunches and always there was plenty of beverages on hand.

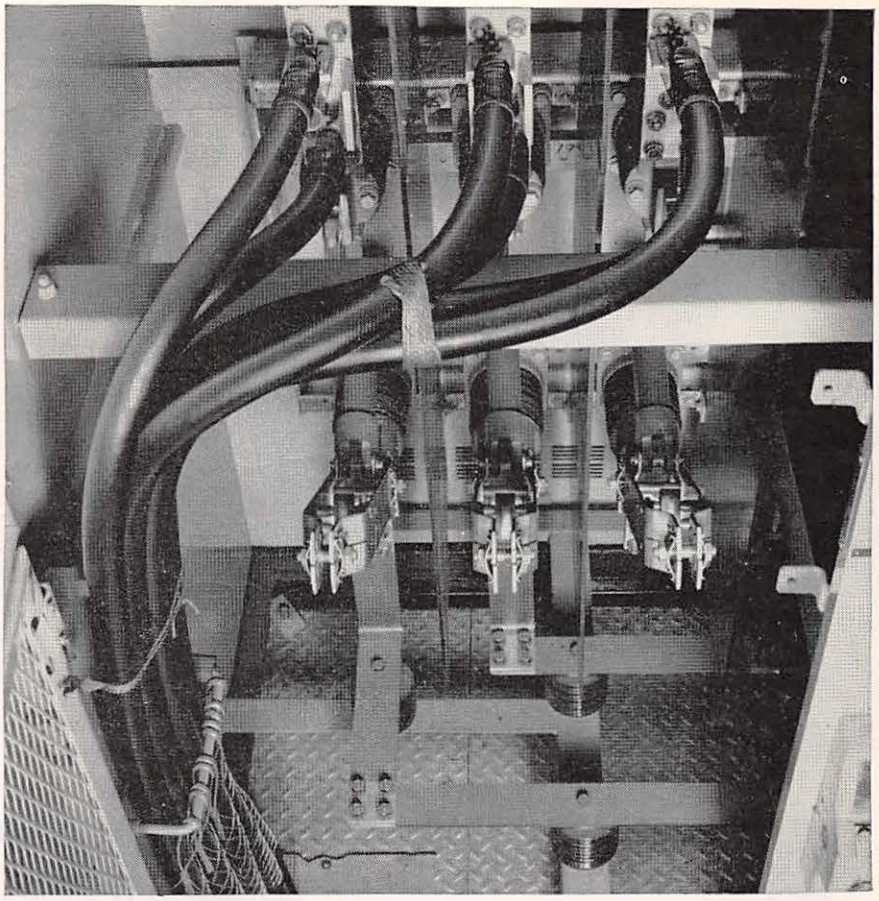
These outings were an interlude from our toil that will be long remembered, but it is felt that the cost to the organization's treasury for these picnics was mounting out of proportion to their worth and, for this reason, it was decided to suspend this year's get-together.

However, it is the hope of your officers that next year a plan will be drawn up, through committee action, whereby the burden will not be entirely upon our treasury. This shouldn't be difficult of accomplishment if all, not just a few, would share a bit of the expense.

Regular July meeting will be held in East Mauch Chunk, Pa. The place, date and exact time will be announced by Local Chairman John Heaney. At the Allentown, Pa. regular meeting in April it was felt that an informal get-together among the members and those who wished to come along, could be held afterward at no expense to the local.

You are asked to contact anyone of the Local committee on your division for further details. If you can not attend the East Chunk meeting, try to get to the one in your own area. They are your meetings and *for you*. No one has ever tried to throttle any discussions on any subject at these meetings. How you attend and conduct these meetings will determine the future effectiveness of your organization. See you there.

LOUIS E. DUMONT



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BRANCHES IN

Ardmore, Pa., Boston, Cleveland, Chicago, Houston, San Francisco, Glendale, Cal.

Santa Fe

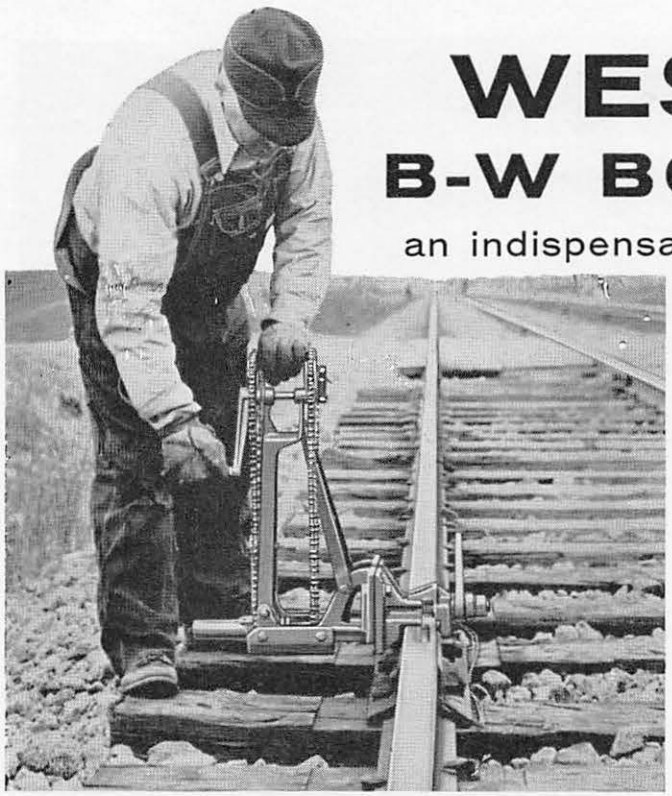
EMPORIA, KAN. (33). What a meeting we had in the Hotel Kansan at Topeka on Saturday, May 16! Chief Connor and his competent crew stared with amazement at the jam-packed room—thirty-five members and our General Chairman W. H. Lewis!

The interest in doings of our Brotherhood was so great that we could not handle all the business at this meeting; therefore, a special meeting was set for June 13 at Newton, Kansas. At this time we will go through the new proposed signalman's agreement on the Santa Fe.

After adjournment, all the members who so desired were taken on a tour of our Topeka relay shop. Local 33 thanks shop foreman Russel Freel and his fine crew for their time and courtesy in explaining the equipment and workings of the shop.

Our special guest at the meeting was retired Brother Morton Phillips. Welcome, Mort! All of you Oldtimers are always welcome.

Brother G. E. Shelly, maintainer at Kinsley, Kan. suffered a heart attack while on vacation in California and is now recuperating in the Santa Fe hospital at Topeka. Brother Pulliam and Brother L. E. Kennedy have returned to work after a disability. Best of good health now, Brothers.



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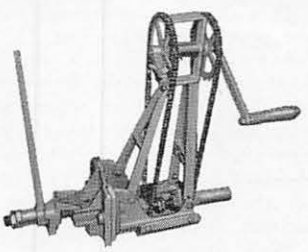

Write for Bulletin No. 1154 6740

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The Oklahoma Division signal gang recently moved from Chanute, Kan. to Oklahoma City to install flashers between Oklahoma City and Moore; also to do construction work on tracks in connection with new highways.

Brother Gates and Middle Division gang 1 are at Strong City, Kan. placing interlockers on CTC between Strong City and Neva, to be controlled from the dispatcher's office in Newton, Kan.

Brother Glen Sette and Middle Division gang 2 are at Strong City in connection with a similar project at Ellinor Tower. Ray Fenton and an Eastern Division gang are at Wellsville, Kan. doing general signal work. Several Eastern Division gangs are working on a CTC project on the Illinois Division.

Besides the special meeting in June, our next regular meeting will be at Ponca City, Okla. on July 18 at 9 a.m. The turnouts and interest being shown at our recent meetings are the best encouragement your officers can have. Ponca City makes a nice drive from any point in the Local 33 territory. It would be wonderful to look into the faces of at least 60 of you good Brothers. That's a challenge!

In closing, let me remind you again of the importance of doing your very best to get your stubs and money in before September 1—I refer of course to the tickets in connection with the next convention. A good many have sent in their stubs and ticket money, but many of you have not. Let's go, Brothers, and push this to a successful conclusion. It will take YOUR help to make a success of this undertaking. S. P. CRESON

Southern Pacific

EL PASO, TEX. (182). We were happy to have General Chairman C. G. Hodges at our last meeting. He congratulated Local Chairman Jack L. Turner as being "one of the best we have ever had on the division," which made us very proud of Brother Jack. The attendance at this meeting was very disappointing. Where were you, absent members?

Here Brother Fred Sabin, Local 182, admires going-away gift given him by fellow workers.

Our Local recently lost two of its charter members to the ranks of pensioners—Brothers Fred J. Sabin and Roy J. Hoard.

Brother Sabin retired after 48 years of railroad service, 45 of which were in the signal department. Fred was always ready to lend a helping hand and enjoyed doing for others. He will be greatly missed around the El Paso signal shop. He is fortunate to have a worth-while hobby to keep him busy during retirement. He was presented with a vacuum cleaner as a going-away gift.

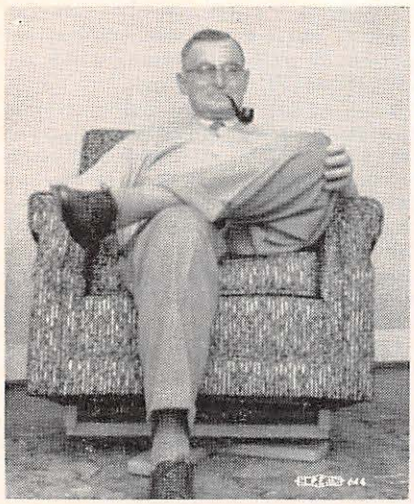
Brother Roy J. Hoard served with the signal department for about 37 years, most of which time was spent as maintainer in Arizona and New Mexico, the latter part in the El Paso signal shop. He also was presented with a nice gift.

We are sincerely sorry to lose these two Brothers from our active ranks. Both were charter members of Local 126 in Tucson and helped to organize that Local. Later, both were charter members of El Paso Lodge 182, El Paso. All officers and members extend to Roy and Fred our best wishes for health and happiness during their retirement years.

C. A. Thomson returned to active service after being off duty for four years. Welcome back, Cap!

P. T .Long is now back on the job after his eye operation. We're glad to hear that he is doing well.

Special request to new members: Don't forget about your dues, and please pay them during the *first month of each quarter.* HAROLD OLD



Brother J. L. Sims, Local 137, has retired after completing 42 years service with the L&N signal dept.

L. & N.

MOBILE, ALA. (137). Two of our loyal members have retired during the past several months—Brothers J. L. Sims and H. S. Walker.

Brother Walker had been on sick leave since Jan. 27, 1958, and retired officially on Oct. 1, 1958.

He started work on the L&N Sept. 21, 1921 in the freight house at Corbin, Ky., and transferred to the signal department as a helper on Jan. 2, 1924. In August of that year he was promoted to assistant signalman and a year later to the position of signalman. He was maintainer at Evergreen, Ala. when he retired.

Brother Walker joined Local 137 Feb. 28, 1924. He was always helpful and cooperative and a credit to the Brotherhood.

Brother J. L. Sims retired April 1, 1959, after 42 years' service with the L & N.

He began as a construction helper at Mountain Creek on the Birmingham Division; advanced through the ranks to assistant signalman in 1922 and to signalman in 1923. He worked at several points on the M & M Division until given the job as signal maintainer at Atmore, Ala. in June 1940. He held this job until his retirement in April 1959.

Brother Sims was a charter member of Local 13; later transferred to Local 137, where he served as local chairman during 1927-28.

He recalls the days before we had working agreements—the long hours with no overtime pay and the bad working conditions. He says he "grew up" with the Brotherhood and hopes the younger men will appreciate all the advantages they have now—better pay, better working conditions, shorter hours, and many fringe benefits—which were gained since we've had union contracts with the railroads. He says he will always keep his interest in the Brotherhood and be grateful for what it has done to improve working conditions. He states with deep conviction: "I have complete confidence in all of our Brotherhood officials, from Grand Lodge down to the Local level."

Brother Sims expects to make his home in Atmore, Ala., and says the "welcome mat" is always out to his friends, whom he hopes will come to visit him.

Officers and members of Local 137 join a host of friends in wishing Brother Walker and Brother Sims many happy years of retirement. W. M. NOONAN

D. & R.G.W.

DENVER, COLO. (24). Our regular second quarter meeting was held in the Oxford hotel, Denver, with Chief Signalman Williams presiding. General Chairman L. C. Rick and General Secretary J. C. Bogus were present and 12 members were in attendance.

Several communications were read and discussed and some policies regarding our work were included.

Vice President M. S. Mason was in Denver attending the Union Pacific meeting; therefore, we held a second session after lunch so Brother Mason could be with us and clear up some questions the members had. Altogether, it was a helpful and enjoyable meeting.

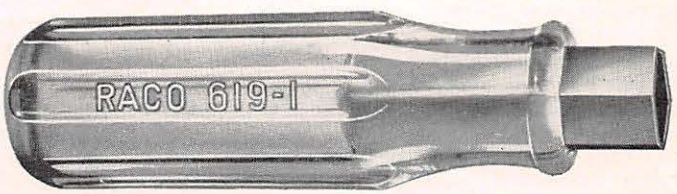
Our next meeting will be held at Grand Junction on July 11.

Brother Walter E. Wegner of Denver Union Terminal retired Aug. 1, 1958, at the age of 69. He began his railroad career in 1906 as a news agent and worked in various capacities until 1909 when he became a signal helper. His rise was rapid and in 1913 he advanced to the position of supervisor of signals for railroads east of Denver. From 1923 to 1940 he was a foreman, after which time he worked as a draftsman until his retirement in 1958.

Brother Wegner was born in Sheboygan, Wis. Sept. 4, 1889 and moved to Denver in 1900. He was a Mason—a member of Highland Lodge 86 in Denver since 1920; a member of the U.P. Oldtimers Club No. 2, and a faithful member of the Brotherhood. He joined Local 8 in 1924 and later transferred to Local 24. He has our very best wishes for many years of pleasant retirement. R. E. CHRISTIANSON

NEW!

RACO SOCKET WRENCHES



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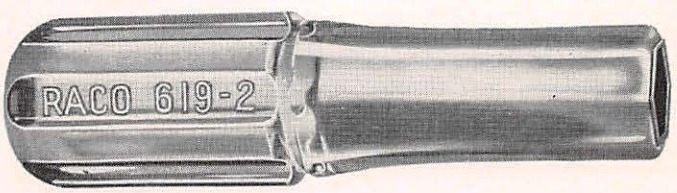

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P.R.R.—P.R.S.L.

CAMDEN, N. J. (58). Our regular meeting was held Wednesday, May 13. Local Chairman Hargrave reported on the claim regarding inspectors doing maintenance work instead of calling a maintainer for the trouble; also claims of other members of the T & S gang at Westville, N. J. He also read a letter from Grand Lodge stating that there had been no increase in the cost of living, thus there will be no wage adjustment at this time.

We were glad to learn that Brother Brewster is now at home, after a stay in the hospital. Hope you will remember to send him a card.

We would like to hear from our retired members. Drop us a line about yourselves, Oldtimers; better still, come to a meeting if you can—second Wednesday of each month at 300 North 27th Street, Camden. Plenty of parking space and a warm welcome.

Would you like to have a party some night? If so, drop me a line, or write to one of your committeemen—J. C. Hargrave, G. L. Danley, or T. N. Allen. My new address is 2610 High Street, Camden.

Remember your dues are due! Next meeting will be July 8, 1959. Be sure that you are counted among those present.

J. L. NACK

A.C.L.

SAVANNAH, GA. (84). Our May 2 meeting was held in Savannah, with Chief R. T. Williams presiding. Vice President Gregg, two officers and 11 members were present.

Several grievances were discussed; also rules and seniority in general.

Your secretary-treasurer had been on vacation for two weeks, so there was no delinquent report. His absence also explains the delay in your receiving dues cards this quarter.

Brothers Ray Haddock, J. R. Bonner and J. R. Cleland are still on the sick list. We wish them an early recovery and return to work.

There was a special donation of $36 made up by members present for Brother T. W. Mauldin, to help defray medical expenses due to the illness of his son. Brother O. Pearson paid one quarter's dues for Brother Mauldin.

Copies of the new constitution have been received and will be mailed to each member as soon as possible.

Since there was no change in the Cost of Living Index, there was no cost of living adjustment on May 1.

Brother Gregg informed the group that the Railroad Retirement Bill, backed by the Railway Labor Organizations, had passed. He had not received full details, but did advise that benefits had been increased 10 percent. Let's all make a special effort to attend meetings.

R. D. WILLIAMS

Obituary

HARRY R. ECKMAN, Local 114, Washington Terminal Company, passed away April 18 of a heart attack while at his home.

Brother Eckman began work with the Terminal June 19, 1934. He was first trick maintainer "C" tower at the time of his death.

Before coming to Washington he worked for the B & O Railroad at the Mount Clare Shop, Baltimore, and also worked for the B & O signal department. During that time he was a member of Local 31. When he came to the Washington Terminal Company he transferred to Local 114.

Brother Eckman is survived by his widow, two sons, Harry C. and Robert W. Eckman, and one daughter, Mrs. Joseph Butts.

Officers and members of National City Lodge 114 join his many friends and coworkers in sincere sympathy to the survivors. WILLIAM R. MATTHEWS, JR.

CHARLES H. CARROLL, retired member of Local 94, Baltimore & Ohio Railroad, passed away in the Veterans hospital, Dayton, Ohio, May 7, 1959. He was 71. Interment was in Sunset Cemetery, Columbus, on May 11.

Brother Carroll achieved a long service record in the signal department of the B & O, having completed 50 years when he retired on disability in 1948.

He was a loyal member of Local 94 for many years. Officers and members extend sincere condolences to his survivors.

C. B. BRUNO

HUGH H. LAIRD, retired member of Local 33, Santa Fe Railroad, died at his home in Farnhamville, Iowa, March 20, 1959. He was 74.

Brother Laird was born Aug. 12, 1884 in Fort Dodge, Iowa. After his marriage to Miss Clara Winter in 1909 they made their home in Marshalltown, Iowa where, for 18 years, he was employed in the signal department of the Chicago Great Western Railroad.

In 1938 he transferred to the Santa Fe Railroad and was stationed at Bartlesville, Okla. until his retirement in 1952, after which time he and his wife resided in Farnhamville, Iowa.

Brother Laird is survived by his widow, Clara, two daughters, five grandsons and two sisters to whom members and officers of Local 33 extend condolences. ED

J. W. THOMAS, Local 21, Kansas City Terminal Railway, passed away March 18, 1959. He was 64.

Brother Thomas began his railroad career with the K. C. Terminal on July 10, 1922 and spent 27 years in the signal department. He was a signalman at the time of his passing.

Brother Thomas is survived by his widow, three daughters and a number of grandchildren to whom officers and members of Local 21 extend sincere sympathy.

O. W. SLOAN

JAMES L. STINSON, retired member of Local 119, Burlington Railroad, passed away April 13, 1959 at his home in Fort Morgan, Colo., after a long illness. He was 73.

Brother Stinson was a faithful member of the Brotherhood, having been a member of Local 119 continuously from 1919 until his retirement in 1952. Most of his signal experience was in or near Fort Morgan.

He loved people and he loved life with all its ups and downs, and his words of cheer helped others and were greatly appreciated.

Officers and members of Local 119 extend condolences to Brother Stinson's family. G. I. PEIRCE

FRANKLIN HECHT, Local 56, Long Island Rail Road, died suddenly on his way home from work on April 6, 1959. He was 58.

Brother Hecht began his railroad career in the signal department of the Pennsylvania in 1917 and transferred to the Long Island in 1929. He worked as a signal maintainer over the entire system. He was made assistant foreman in 1941 and in 1943 was promoted to the position of inspector on the New York Zone and assigned to duties in and around Penn Station in New York City. In 1947 he returned to the Long Island and held a foreman's position until his passing. He and his wife resided in Patchogue, N. Y.

Brother Hecht was a loyal Brotherhood member and will be sorely missed by his many friends and co-workers who mourn his untimely passing.

His widow, two daughters and several grandchildren survive. To them officers and members of Local 56 extend profound sympathy. FRANK J. MASHEK, JR.

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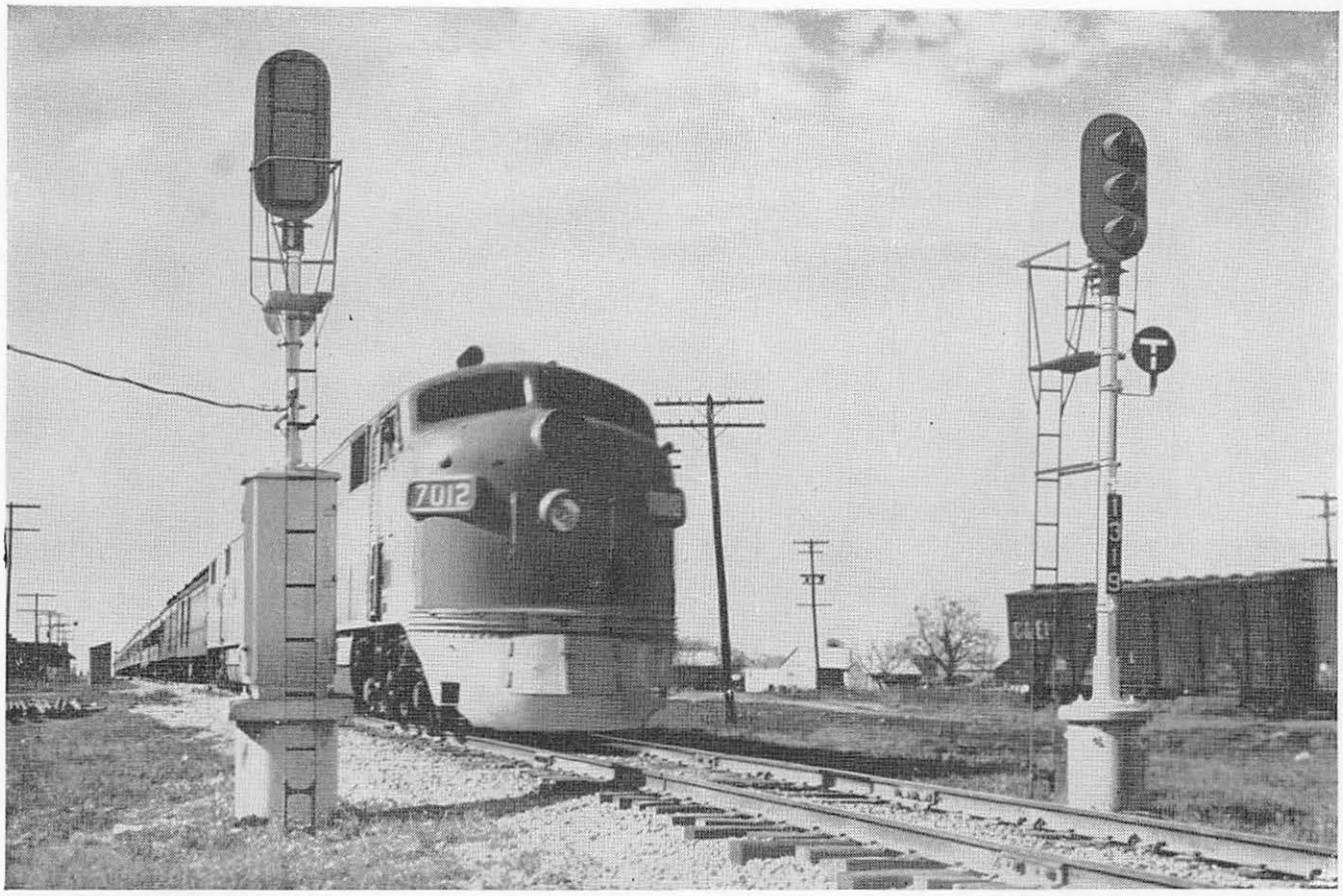

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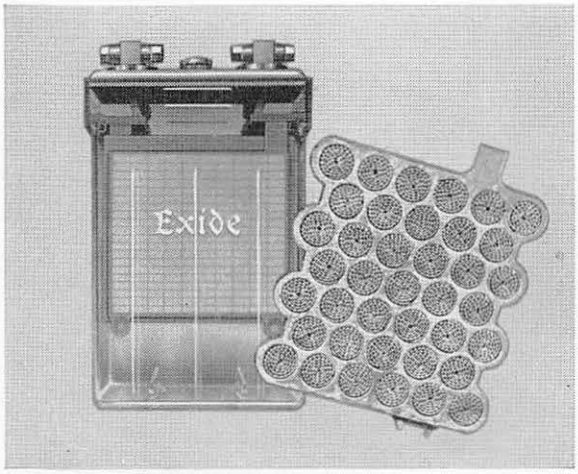

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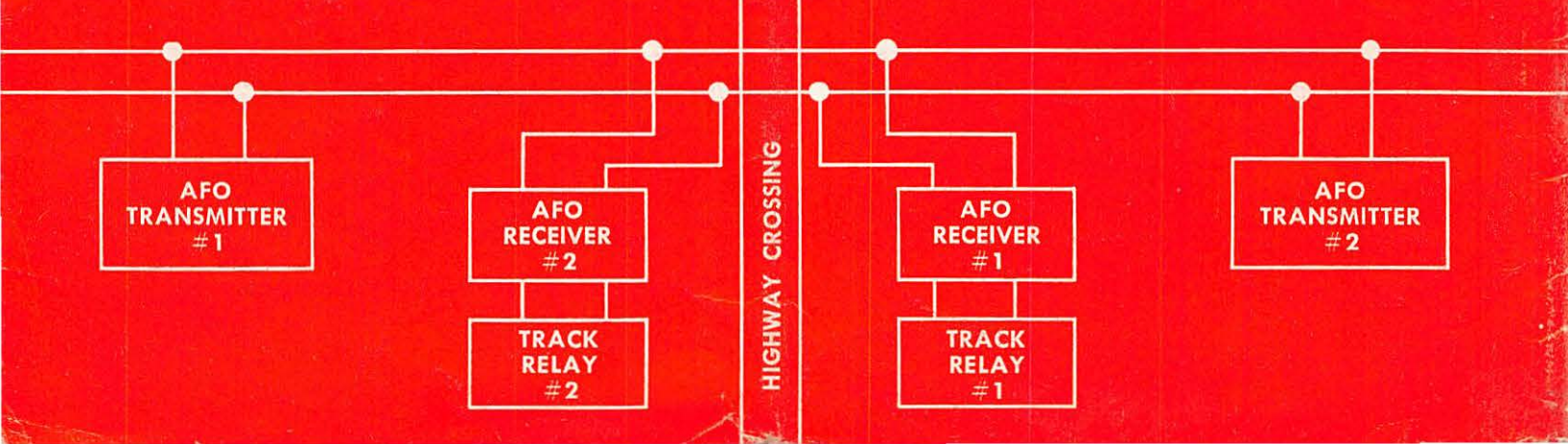
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